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Superior ENGINES

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It's NOT THE TERRORS OF FOG, but the wors of fog that bother a fisherman most. The delays in getting on fishing grounds—the delays in getting fish to market—the dangers of crowded harbors and channels—and the ever-present uncertainties of dead-reckoning navigation when the weather closes in.

The "Mariners Pathfinder" removes or minimizes such errors, dangers and delays! This fisherman's radar is going to be an important tool in the hands of alert, resourceful fishing captains.

No matter how thick the fog, nor how dark the night, nor how foul the weather, you can always depend on the "Mariners Pathfinder"... to pick up landmarks and navigational aids up to 50 miles away—or channel markers as close as 100 yards—as well as standing a tireless, never-failing collision watch. It gives you reliable bearings, either true or relative, and accurate ranges read directly from the 'scope. Once you've used it, you'll never willingly be without it!

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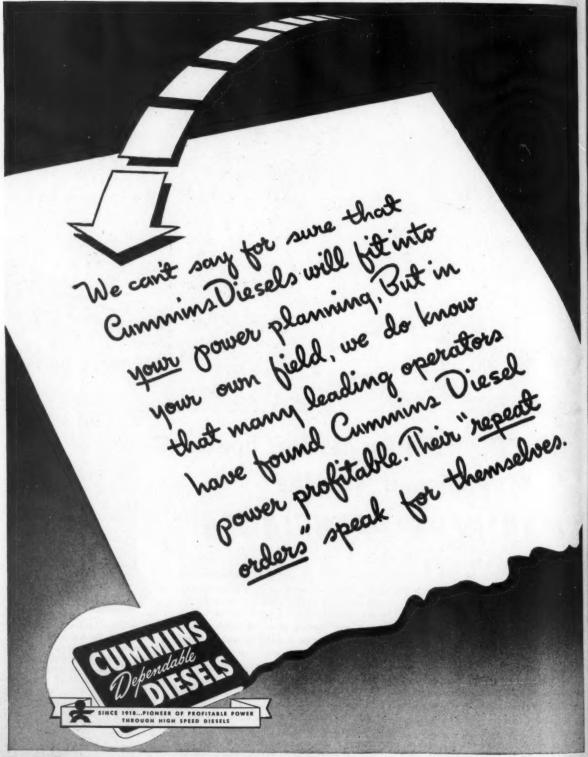
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ATLANTIC FISHERMAN

Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes

P. G. LAMSON, Publisher

GARDNER LAMSON, Editor L. E. HALL, Managing Editor



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Fish Can Help Alleviate World Food Shortage

"Not nearly enough food is produced in the world to meet all the nutritional needs of its people—probably not enough even for their energy needs, and far from enough for the other needs that are as vital as energy." This statement, made in a report of the Food and Agriculture Organization of the United Nations (FAO), should act as a stimulant to the food producers of the United States.

What is the fishing industry doing about this situation? With the people of the world so direly in need of more protein foods, there is talk of limiting catches for fear there may be too much fish produced. All production over and above the requirements of our current markets should be canned, salted or dried for distribution by FAO through UNRRA to the hungry peoples of barren nations. Conservation to prevent depletion of resources is the only item to be considered in limiting catches at this time.

Protein foods are of prime importance to people who are lacking in proper nutrition. What, then, could be a better food for them than fish? All other protein foods require various amounts of culturing. Meat must be nourished and raised for a considerable period of time. That process requires grain, a scarce commodity. Cheese, a by-product of animals, must be manufactured and processed. Eggs cannot be produced until the bens have been raised to a certain age, and that requires grain. Fish, on the other hand, are there for the harvesting. They do not need to be bred, nourished or cultured, in most cases. Fish are the most easily produced protein food in the world.

Director of Information for FAO, Gove Hambridge, has written: "A great deal can be done with fisheries. More than almost any other foodstuff, many of the world's poorer people lack sood protein, which comes mainly from animal products. Fish are one of the best foods for good protein, yet in many places they are hardly used at all. Developing fisheries and fish marag, and inexpensive ways to process fish so they will keep well, would help to give millions of people a more generous and healthful food supply than they now have. The fishermen

would gain by it, too."

For a week beginning May 20, FAO will hold emergency meetings in Washington for the purpose of setting up world control of movements of scarce foods, that will take the place of the management of these supplies by CFB, (Combined Food Board). Getting supplies of scarce foods from various territories, and seeing that these go only to countries needing staple foods for relief is a large order.

The American Institute of Food Distribution reports that UNRRA's requirements for major foods were not met, in a ungle instance during the first quarter of 1946.

There must be, without question, a drastic improvement in the situation, and FAO is the organization that must make the improvement. However, FAO cannot do this tremendous job without the aid of the producers. It is the unquestionable duty of every food producer to stand ready to bend every effort toward helping to feed the unfortunate people of other nations,

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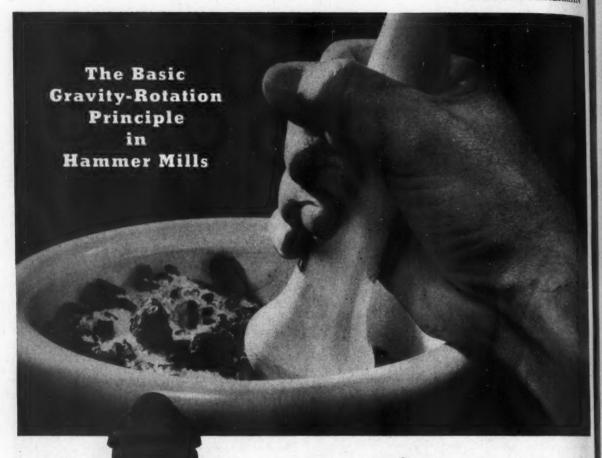
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For "full-revolution efficiency" in grinding, pulping or pureeing, there's no satisfactory substitute for the age-old gravity-rotation principle used in ENTERPRISE Vertical Mills. Gravity feeding is supplemented by the smooth operation of replaceable hammers secured by a locking ring and "positive-grip" key in both hammer and ring. Gravity discharge keeps your processing at peak volume. ENTERPRISE Vertical Mills are available in sizes, rotor-types and comb-racks to suit every hammer-mill application in the food or fish processing fields. Complete parts and service facilities through strategically located offices.

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The M.S. "MERMAID", built by Barbee Marine Yards, Inc., Seattle, Washington Is owned by Joe White, Hoonah, Alaska, fishing for Icy Straits
Salmon Co., Inc., Southeastern Alaska. Powered by a MURPHY DIESEL Model ME-135, 5½ x 6½", 6-cyl. Marine Engine, with 3-blade 48 x 36"
propeller. Normal speed 9 knots... top speed 9½ - 10 knots.

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THE "MERMAID" has a carrying capacity of 55,000 pounds . . . and that's a profitable load of fish for a boat 57 feet long, with beam of 16 feet, and draft of about 6 feet, powered by a 135 HP MURPHY DIESEL. It's profitable not only because this compact engine allows for extra cargo, but also because this is a dependable engine, ready to do its

work day-in and day-out, economical to operate and maintain, rugged and long-lived. In all types of fishing vessels, tugs, tow-boats, power-scows, coast guard boats and other work boats, MURPHY DIESELS have a successful record for more power, more profit. Before you build or convert, see the nearest MURPHY DIESEL dealer, or write for bulletin.

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Electricity Makes Work Easier . . . this is true of your home. Now it is true aboard your fishing vessels . . . Equip your trawler with the NEW ENGLAND "Highliner" Electric Trawl Winch and watch it increase the "sets" per trip. There is a model for trawlers from 100 ft. to 225 ft. With one control handle you can start, reverse, speed up or slow down your winch.

The new postwar model of the "Highliner" Trawl Winch has more power and greater improvements.

Here are a few of the "Highliner" features: Two drums each with a capacity from 565 fathoms 1/6" up to 1200 fathoms 1/6" diameter, trawl warp. A single reduction, worm gear provides 100% over-load capacity for the electric drive; bronzed bushed

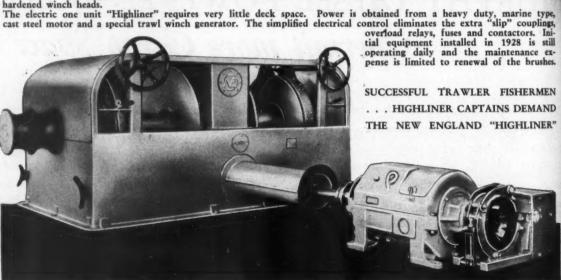
or Timken roller bearing drums. Brake and flange di-ameter from 42" up to 72". The screw operated brakes are lined with a wire woven, asbestos brake block.

Speed control of the winch is by means of a generator field control, known as Ward Leonard control and provides "creeping" speed on first creeping. ing" speed on first point. When hauling back with controller "full-on" this acts the same as a steam winch
. . . high speed with light
pull, normal speed with pull, normal speed with normal line pull, slow speeds with heavy line pull.



An X-Ray view of the new electric "Highliner" trawl winch . . .

The worm is made from a special alloy steel, hardened and ground with all the meticulous care of NEW ENGLAND'S craftsmen. Each worm runs in ball bearings, either of which will have capacity for the entire thrust load. Worm and gear operate in an oil bath in a central gear case. The gear case bearings are bronze bushed, lubricated by an automatic oil feed device, and sealed to prevent loss of lubricant. The drum shafts are tapered for easy removal of the double grooved, flame hardened winch heads.



Rear view of the space saving "Highliner" showing power connections from a heavy duty, marine type cast steel, DC motor. For descriptive folder, write



NEW ENGLAND TRAWLER EQUIPMENT COMPANY 307 EASTERN AVE. CHELSEA 50, MASS.

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POWER NEW "SUPER DRAGGERS"

When the Bendon Fishing Company of Boston sent its two new wooden draggers, "The Hazel B." and the "Charlotte M." down to the sea to fish, it did what all smart owners do—gave its vessels the very best in Diesel power.

Twin sisters in every respect, the 87 foot wooden draggers were built by the Reid Shipyards Inc. at Winthrop, Mass.; are alike in their stream-lined steel deck

houses and alike in their main propulsion 320 Horsepower, Fairbanks-Morse, Model 35 F 10 Marine Diesels.

Fairbanks-Morse Auxiliary Diesels supply lights and winch power and Fairbanks-Morse Pumps wash the decks and clear the bilge, giving owners Al Donney and Walter Benson an undivided responsibility for the complete power plant.

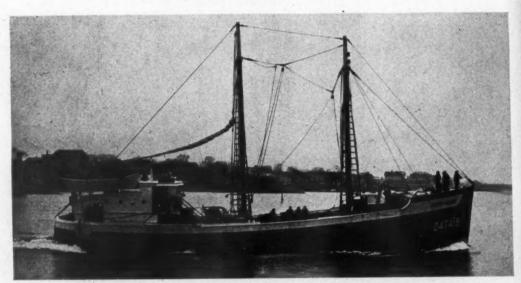
Fairbanks-Morse

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Take a Good Look at This Boat-It Speaks for Itself



The "Edith and Lilian" (Capt. Frank Rose) 103' x 22'6" x 12'. Powered with a 400 hp. Atlas—she hailed 1,435,000 lbs. of fish in April, May, and June 1945—high line in Gloucester in her first three months of fishing—and still going strong!

Built by

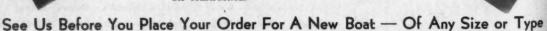
WALDOBORO SHIPYARD INC.

WALDOBORO, MAINE

Left—Our yards at Waldoboro, Me. Seven building ways. (Two undercover). Complete facilities for the construction and outfitting of wooden vessels up to 110' in length. Right—The "Leonard & Nancy", 87' dragger recently launched, now being outfitted at our dock.



*The "Edith and Lilian", designed by us, has a capacity of over 225,000 lbs.—"The biggest fishing boat in the 100' class", incorporating the finest workmanship with rugged and durable construction.





ERNEST SILVA, Owner of the Ernie-Ja

"I'd take a Chrysler Marine Engine before any other"

The Emie-Jo is 38' long and her Chrysler Crown Marine Engine has a 3.48 to 1 reduction gear. "I installed a Chrysler because I worked 2 years on a boat which had a Chrysler and we never even had to put in new spark plugs," says Silva. "I'd take a Chrysler Marine Engine before any other."

Silva goes out on two and three week trips. His Chrysler Crown Engine delivers that steady, reliable power so vital to the long days of cruising and finally to bringing the catch quickly to market.

Fishermen everywhere, like Ernest Silva, prefer Chrysler Marine Engines in their craft because they are safe, dependable, smooth, and economical.

Chrysler Marine Engines are designed, engineered and built exclusively for marine use. They are <u>not assembled</u> or <u>converted</u>, <u>not rebored</u> or <u>rebuilt</u> engines. And the capacity ranges of the various Chrysler Marine Engine Models assure <u>Power To Fit The Hull.</u>

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Babies are one. Broken netting twines are another. Actually, the two often go together.

If netting twines break, fish slip through. That means money lost you could otherwise use to buy baby's shoes-and things the family needs.

No netting is rip-proof, it's true, But day in, day out, GOLD MEDAL'S extra strength and durability mean fewer holes, more fish in the catch. more money in your pocket.

> There's a reason for this dependability. Ours is the only netting company that makes its own twine. We select the raw cotton, spin the yarn and twist twine from which GOLD MEDAL netting is made. This provides assured control over quality, strength and uniformity.

With fishermen, it's the little things-like netting twinesthat count. That's why GOLD MEDAL netting has been the choice of successful fishermen for over 100 years.

> Other Netting Products: AN&T Coy Linen Netting Knox's See Island Gill Netting . Gold Medal Hanging and Mending Twines Plymouth Rope . A complete line of Netting accessories.

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means controlled production in our own plants, from the bale of cotton to the finished netting. No other netting can make this statement. This is your assurance of dependable your ass quality.



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The Sounding-Lead

By Fred Lardner Washington Correspondent

GOVERNMENT BUYING—USDA recently announced that canners of Atlantic sea

herring, Atlantic mackerel, pilchards, and Pacific mackerel will be required to deliver 45% of their pack to the Government from April 1, 1946 to March 31, 1947, inclusive. Canners of all species of salmon except king, chinook or spring and steelhead, and blueback or sockeye, packed in the continental United States, will be required to deliver 33% of their pack to the Government during the same period.

Government needs for canned fish of all types included under WFO-44 are expected to be about the same as last year. However, it is estimated that the total 1946 pack will be about 70,000,000 lbs. greater than the 1945 pack, and domestic consumers will get about 480,000,000 lbs. of all types of canned fish during 1946, as compared with 410,000,000 lbs. last year.

FISH PRODUCTION—Production in the major United
States fisheries during the first
quarter of 1946 was appreciably less than during the same period
last year, largely because of a decline in the pilchard fishery of
the Pacific Coast and a decrease in landings at New England
ports, according to the Fish and Wildlife Service. Landings of

policy according to the 18th and whether Service. Eathings of pilchards between January 1 and the closing of the season on February 28 amounted to 43,787 tons, compared with 62,076 tons in 1945.

Quantities of fish landed at the major New England ports have fallen from about 86,000,000 lbs. during the first three months of 1945 to some 63,000,000 lbs. this year. The heaviest decline, some 26,000,000 lbs., occurred at Boston. Landings at Gloucester are 4,000,000 lbs. under last year's receipts, but a gain of about 4,000,000 lbs. was reported at both New Bedford and Portland. Fishing activity on Cape Cod continued at about

the same level as in the first quarter of 1945.

On the Gulf of Mexico, production of shrimp declined from 43,225 barrels during the first quarter of 1945 to 36,078 barrels this year, and oysters declined from 257,220 barrels to 180,691 barrels. Gulf landings of hard crabs and of fresh and salt water fish showed little change compared with last year, totalling 1,076,050 and 1,646,540 lbs. respectively.

Receipts of fish at most of the large consuming centers remained at approximately the same level as in 1945. New York's salt water market received slightly smaller shipments by truck and express, but vessel landings increased, giving the market a total of 56,000,000 lbs., compared with 58,000,000 lbs. in 1945. Chicago received 17,600,000 lbs. of fish, including domestic shipments and imports, or approximately the same as in 1945.

shipments and imports, or approximately the same as in 1945.

Total holdings of frozen fish and shellfish as of April 1 totalled 83,640,530 lbs., compared with holdings of 39,829,575 lbs. on the same date last year.

CONTAINER ALLOWANCES— OPA recently announced new con-

tainer differentials on cellophane and parchment wrapped frozen fish packed in three or four-pound wood or paper containers, effective April 20. Under previous actions, differentials were established for 1, 2, 5, 10 and 15-pound containers.

The new differentials for the various sizes and types of packages are as follows: parchment-wrapped in 3-pound container, 1c a pound; cellophane-wrapped in 3-pound container, 1-11/4c a pound; parchment-wrapped in 4-pound container, 3/4c a pound; and cellophane-wrapped in 4-pound container, 1c a pound.

The differential for frozen fish packed in containers of unlisted sizes up to 5 pounds is the same as for the nearest listed size with the same type of wrapping. However, for unlisted weights falling equally between two listed weights, the weight with the lower differential must be taken.

AIR TRANSPORT COSTS—Effective April 20, special provisions were provided by OPA for recovery of transportation costs by wholesalers or retailers who sell fresh fish or seafoods received by air. A





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"U. S." SKIPPER SUIT. Warm and durable. Rubber base coating ground into fabric with additional heavy outer coating. Storm fly front. Extra heavy fabric lining. "U.S." TRAWLER BOOTS. Three-quarter or thigh height, with

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Wear and the quality of rubber
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UNITED STATES RUBBER COMPANY

wholesaler is permitted to add to his ceiling prices either the actual aerial transportation cost or 42c per ton mile, whichever is lower. The retailer, however, is permitted to add the transportation cost or 42c to his net cost for the item.

The action also restricts the transportation cost allowance for frozen fish and seafoods conveyed by air to common carrier truck or rail rates, whichever is higher, since there would be no advantage to the consumer in receiving such non-perishable items by air.

Fresh fish or shrimp brought by air 1,000 miles inland will probably cost consumers 5 or 6c a pound more than for the same products handled by other transportation methods.

IMPORT CONTROL—Assistant Secretary of State Dean
Acheson has suggested a meeting
of interested Government agencies with Secretary of State
Byrnes and himself before the Committee for Reciprocity Information to discuss fisheries imports. The Committee, which
gathers data for use in helping to formulate reciprocal trade
agreements, is composed of members of the Tariff Commission,
State, Treasury, Commerce, Agriculture, War and Navy Departments.

Acheson's suggestion followed an uprising in the House, sponsored by 20 members and joined by others, against present policies of permitting unlimited imports. Among those who fostered the uprising were Representatives Bates, Gifford, Herter and Lane of Massachusetts, Hale and Smith of Maine, Auchincloss and Hand of New Jersey, and 12 Pacific Coast members.

According to Congressman Bates, a bill to impose import quotas may be introduced soon. Bates asserted that legislation imposing quotas would be more effective than legislation increasing the tariff. He said that the present tariff of 2½ cents per pound could be doubled or even quadrupled, and it would mean little, because of cost differentials based on wages, money exchange, and other factors.

Congressman S. O. Bland, chairman of the House Merchant Marine and Fisheries Committee, recently stated that the North Atlantic fisheries will be hard hit unless some specific controls are placed upon further imports. While the Merchant Marine and Fisheries Committee has not acted officially, many of its members, comprising a majority, have reviewed various steps which might be taken within the Government to correct the situation. The conclusion has been reached that the flexible provisions of the reciprocal trade agreements do not offer sufficient leeway to remedy the situation, even though it should be the disposition of the administration to make use of this method in attempting to increase tariff protection.

The majority of the members of the Committee believe that the North Atlantic fisheries can be helped only if the State Department is able to obtain from the Governments of Great Britain, Canada and Iceland some agreement with respect to the setting up of voluntary quotas.

the setting up of voluntary quotas.

The position of the Fish & Wildlife Service, according to A. W. Anderson, chief of the Division of Commercial Fisheris, is that no change in tariff or quotas should be made, and that such action would be contrary to the Government's general policy of increasing International trade. Anderson said that it is not merely a matter of curtailing imports, but that the domestic industry needs to improve its product and enlarge the market. He added that many midwestern and other dealer prefer the imported product.

On May 1 the Bureau of Customs published a notification of change in the trade agreement with Canada, which provides proof that the ordinary trade agreement may well mean that the United States will have to accept larger imports of fish. The notice states that the average apparent annual consumption in the United States of fish, fresh or frozen, filleted, skinned, boned, sliced, or divided into portions, including cod, haddock, hake, pollock, cusk, and rosefish, in the three years preceding 1946, was 135,871,495 lbs.

During 1943, 1944, and 1945, the three years in question, meat was comparatively scarce and consumption of fish was relatively heavy. Because of this consumption increase, the Canadian quota of exports to this country was increased from 15,000,000 to 20,380,724 lbs. during 1946.

Undoubtedly the policy of the State Department would be to attempt to solve the problem by reciprocal trade agreements, and not to set quotas or increase the tariff. But Iceland, for instance, has little to trade in except fish, so no trade agree IAN

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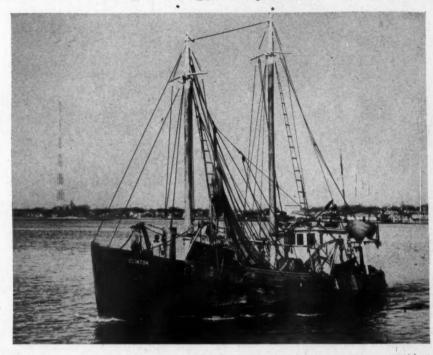
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"CLINTON"
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Powered with a
100 hp.
WOLVERINE
That has given
11 years
of Service

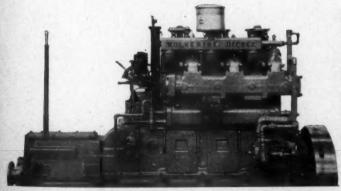


As many individual and fleet operators know by experience, Wolverine Diesels give dependable, trouble-free service and have exceptionally long life.

One of these operators is Correia and Sons of New Bedford, Mass., who have three draggers

powered with 100 hp., 360 rpm. Wolverine Diesels.

These engines have given 16 years of continuous service in the "Mary E. D'Eon", 11 years in the "Clinton", and 10 years in the "Marie & Katherine".



NEW WOLVERINE MODELS

A new line of improved, modern Wolverine Diesels is now offered in 3, 4, 5 and 6 cylinder sizes, operating from 420 to 620 rpm. with 75 to 210 hp.

Illustrated is the three cylinder model, rated 75-105 hp. at 420 to 620 rpm., with 8½" bore and 10½" stroke. The engine is fitted with silent, fully-enclosed automatically pressure lubricated Wolverine reversing clutch.

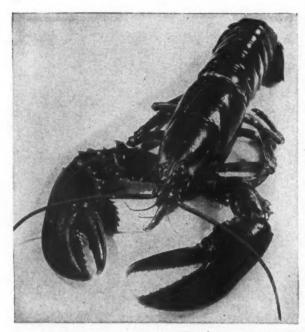
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DEPENDABLE MARINE POWER FOR OVER FIFTY YEARS



CONSIDER THE LOBSTER IN TERMS OF PAINT



Every lobsterman knows that the oftener he hauls and baits his traps the more lobsters he takes. He also knows that the more traps he can tend

the bigger his catch. Reduced to economics, the more knots he can run per month, the more money he can make. That is where INTERNATIONAL BOTTOM PAINTS come in. They are more effective in preventing the growth of grass and shells so there is less reduction in speed from a foul bottom. Furthermore, they last longer so there is less time out for repainting. Yes indeed, INTERNATIONAL BOTTOM PAINTS can increase your earnings. Send for color card.

International ANTI-FOULING BOTTOM PAINTS



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AGENTS IN EVERY IMPORTANT PORT

ment with that country can be expected to lessen fish exports to the United States.

Reciprocal trade agreement meetings will begin soon. New agreements with fourteen countries will be written, and some present agreements may be modified.

COTTAM PROMOTED— Dr. Clarence Cottam, who has been chief of the Fish & Wildlife Service's Division of Wildlife Research since 1944, was recently appointed assistant director of the Service to succeed Albert M. Day, who became director on April 1. Dr. Cottam has had 17 years of experience in handling biological and administrative problems connected with the Service, having entered the employ of the Department of Agriculture in the former Bureau of Biological Survey, a predecessor of the Service, as a junior biologist in the Division of Food Habits Research in 1929.

SURPLUS ROPE—The War Assets Administration is selling rope declared surplus by the Armed forces through its regional offices. Parties interested in making purchases of rope should contact the Administration's offices in the following cities: San Francisco and Los Angeles, Cal.; Portland, Ore.; Seattle and Spokane, Wash; New Orleans, La.; Atlanta, Ga.; Richmond, Va.; New York, N. Y.; Boston, Mass.; and Chicago, Ill.

POLLUTION BILL—On April 5, Chairman Mansfield of the Rivers and Harbors Committee introduced H.R. 6024, relating to the prevention and control of water pollution. The bill provides for the administration of the proposed law by the Public Health Service, and establishes a Water Pollution Advisory Board, with the surgeon general or sanitary engineer designated by him as chairman. Representatives of the War, Interior, Commerce, and Agriculture Departments would be members of the Board.

Enforcement features are equitable, establishing reasonable minimum requirements as to the treatment before discharge or deposit, directly or indirectly, into such waters, of any waste or other substance which is or may be injurious to human health or to any form of life, or which would impair in any manner the utility of such waters for navigation purposes.

SURPLUS VESSELS—The U. S. Maritime Commission recently issued invitations for bids on several groups of surplus vessels, including the following: one 60' fishing boat, located at Fort Lauderdale, Fla.; one 31' steel lugger, located in Louisiana; and one 72' dragger at Portland, Me.



"Oh, they're just magazines he's taking out of the crew's quarters."

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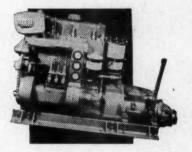
HARBOR SUPPLY OIL CO. ARE NOW DISTRIBUTORS OF

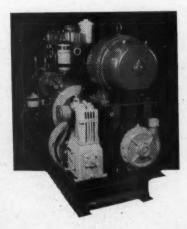
Skeppard AMERICAN Diesels

Complete Parts and Service Facilities will be Maintained for Prompt, Efficient Service

SHEPPARD MARINE DIESELS

Sheppard Marine Diesels ... ranging from 33/4 to 62 H.P. ... are the ideal small boat engine. Built-in heat exchanger and expansion tank eliminates maze of external piping usually required on Marine Diesel installations. Horsepower ratings are actual continuous power output of engines fully equipped ... not the calculated performance of a bare engine.





SHEPPARD MARINE AUXILIARIES

Sheppard auxiliaries are compactly designed and require a minimum of space. Standard models include Deming 1½ A Centrifugal Fire and Bilge Pump, Quincy 310, 10 c.f.m. Air Compressor and 3 K.W. generator ... or any combination of these units.

For More Complete Information on Sheppard All American Diesels Phone or Write

HARBOR SUPPLY OIL CO. — PORTLAND, MAINE
39 Portland Pier - Telephone 2-6537



KAAR D-24 Direction Finder

A KAAR direction finder is one of the most useful pieces of equipment you can have on your boat. It enables you to fix your true position, regardless of visibility, by taking bearings on radiobeacon, standard broadcast, or other shore stations. Fishermen depend on the D-24 to determine the shortest course to vessels reporting schools of fish by radiotelephone, and thus arrive in time to share in the catch. You can use it as a homing device, steering a true course by ear alone. It brings in even the hard-to-get stations on three bands from 130 Kc. to 5600 Kc. D-24 has many special features, including a tuning eye and a null control for extremely accurate bearings. For complete details write for free bulletin 22-45A.



Remote Loop Model

Where space is at a premium, use the KAAR D-24R with remote loop. Non-magnetic housing (inset) is placed near the wheel and loop is installed above the wheelhouse. Direction finder cabinet may be mounted wherever desired.

KAAR 20, 50 and 100 Watt Marine Radiotelephones

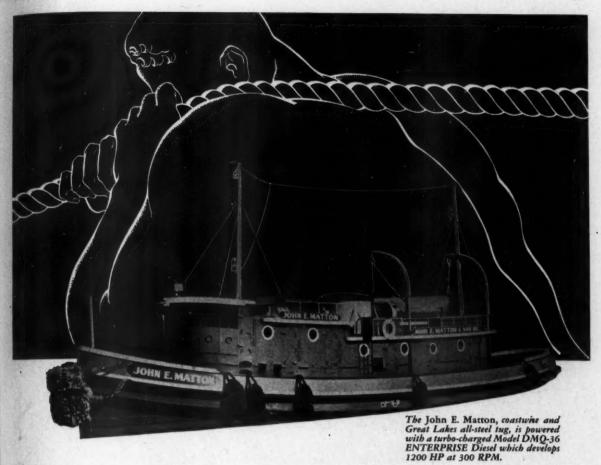
The instant-heating KAAR marine transmitter is famed for its ease on the batteries. Standby current is zero, yet there is no delay when sending your message. Since the drain is so low, your standard ignition battery and generator need not be altered. The Series 19 (20 watts), Series 46 (50 watts) and Series 96 (100 watts) KAAR transmitters are available in one or five channel models for operation on frequencies from 1600 Kc. to 6000 Kc. Companion marine receivers which can be mounted above, below or on either side of the transmitter are offered in three improved models. We will be glad to send illustrated literature and the name of your nearest distributor.

KAAR ENGINEERING COMPANY

Export Agents: FRAZAR & HANSEN, 301 Clay Street, San Francisco, Calif.



Mariners trust KAAR radiotelephones and direction finders



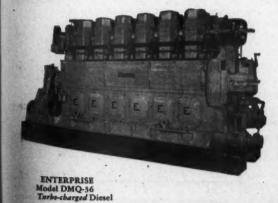
The huskiest tugs use

ENTERPRISE DIESELS

Bucking North Atlantic storms or berthing the biggest liners from New York to Seattle, the huskiest tugs depend on ENTERPRISE Diesels for solid performance around the clock, the year 'round! Propellers for ENTERPRISE Diesels are selected to consume the full amount of engine rated power. ENTERPRISE engines reverse in seconds: forward or reverse, they take varying loads and overloads easily, smoothly. And all of this power is at the fingertips of the engine operator: ENTERPRISE is

engineered for remote control. Complete parts and service facilities make it easy to keep ENTERPRISE Diesels on the job, with a minimum of down-time for replacements. No wonder top tug operators specify ENTERPRISE Diesels!

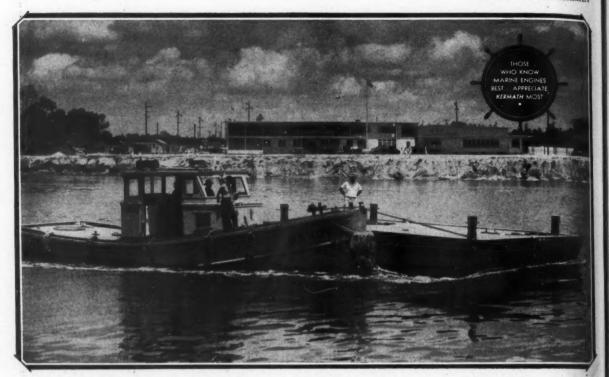
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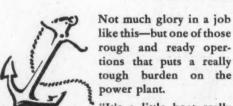
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Not Much On Looks... But a Glutton for Work!

ON THE JOB 24 HOURS A DAY AT HOUSTON SHIPBUILDING CORP.
POWERED BY KERMATH



"It's a little boat really doing a big job." That's the way they put it at Houston Shipbuilding Corporation, of Houston, Texas.

This 41 foot tug boat is powered with a medium duty 115 horsepower Sea-Mate "Six" Kermath. It's been operating 24 hours a day—doing countless jobs that add up to substantial savings in both time and money.

Hauling timbers, towing sand barges, carrying riggers' chain and wire, lugging launch-

ing skids, cement blocks, anchor chains even clearing channels for new ship launchings—its all in the day's work.

You'll find Kermath Marine Engines playing an active and essential role on the work fronts of America today . . . just as they proved themselves on the war fronts of a year and more ago.

For those men who must shrewdly appraise operating costs we invite attention to Kermath's full line of gasoline and Diesel engines—ranging from 25 H.P. up to 550 H.P.

Write for the new Kermath marine engine booklet. It's yours for the asking.

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FOR every type of fishing vessel, Sperry provides suitable automatic steering equipment that pays out in more accurate navigation—in shorter runs, time saving, fuel economy.

Along with a Sperry Gyro-Compass or a Sperry Gyro-Magnetic Compass to set you on the straightest, shortest course, use Sperry Gyro-Pilot equipment to steer that course automatically... to get you there and back in record time. What's more, "Metal Mike," the automatic helmsman, will give relief to the tiresome and often tough job of wheel-tending will release all hands for quick work when it counts most—and, when the catch is aboard, will help you steer a direct course for market without a minute wasted!

Wherever your catch, whatever your craft, Sperry automatic steering will keep you on the course to more efficient operation and better profits.



Sperry Gyroscope Company, Inc.

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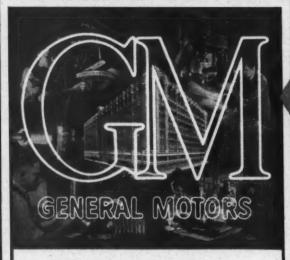
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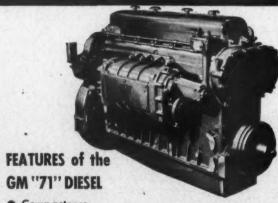
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DIESEL POWER



- Compactness
- Quick starting under all conditions
- 2-cycle, smoother operation
- Easy accessibility of wearing parts
- Unit injectors—no high-pressure piping
- Maximum parts interchangeability regardless of number of cylinders
- Uniflow performance at high altitudes

WHAT'S IN A NAME PLATE?

IN THIS CASE the name plate holds the secret of the satisfaction you will have with Diesel power.

For this name plate is evidence of some of the most intensive work ever undertaken in the General Motors Research Laboratories.

It started back when all Diesels were cumbersome, stationary engines. But the Diesel idea looked good. Maybe it could be made more useful. So GM experts went to work on it.

THEY MADE IT two-cycle—quick to respond to additional loads because power is furnished on every downward strèke of each piston. They eliminated all the old surplus weight and size of former Diesel engine practice and built in a more than ample supply of horsepower. They developed unit injection—did away with high-pressure fuel tubing. They designed Uniflow scavenging—made a clean-burning, efficient engine. Then to top it all, they simplified the design and made wearing parts easy to get at, and interchangeable even between engines with different numbers of cylinders.

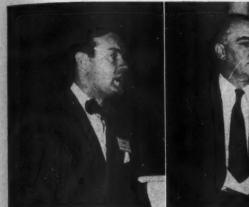
ALL THIS has added up to today's sturdy, hard-working, money-saving GM Diesel—a Diesel that brought the era of the GM locomotive and its streamliners, a Diesel that has changed the picture of marine propulsion—an industrial Diesel ready to take on the toughest jobs of transportation, construction, fishing, mining, lumbering and anything else you have to offer. Yes, ready to take them on and do them more reliably, at lower cost.

A nation-wide organization of GM Diesel sales and servicing dealers stands ready to handle every need for parts and service.

DETROIT DIESEL ENGINE DIVISION

DETROIT 23, MICH. . SINGLE ENGINES .. Up to 200 H.

GENEPAL MOTOPS







Left to right, Raymond E. Steele, Assistant Manager, National Fisheries Institute; Charles E. Jackson, General Manager; O. L. Carr, Vice President and J. Lawrence Alphen, President.

National Convention Held in Chicago

Fisheries Institute Program High-lights Quality Improvement and Market Expansion

THE First Annual Convention of the National Fisheries Institute was held at the Continental Hotel, Chicago on April 25-27 with an attendance far exceeding expectations. Over 1000 representatives of the production, processing and distributing phases of the fish and shellfish industry and allied businesses from all parts of the country were on hand to learn about the work of the Institute and its plans for the future.

learn about the work of the Institute and its plans for the future. The Board of Directors re-elected the following officers for a second term of one year: President, J. Lawrence Alphen, General Seafoods Corp., New York; Vice President, O. L. Carr, Mid-Central Fish Co., Kansas City; Treasurer, Harry L. Claxton, R. W. Claxton & Co., Washington, D. C.; Secretary, Frederick McG. Bundy, Gorton-Pew Fisheries Co., Ltd., Gloucester.

The following were elected to the Board of Directors:
Region 1 (New England) M. J. Dillon, General Seafoods Corp.,
Boston; Irving Usen, Usen Trawling Co., Boston; John Gobell,
Coastal Fisheries, Inc., New Bedford; Capt. J. G. Murley, Fairhaven, Mass.; John Del Torchio, Cape Ann Fisheries, Inc.,
Gloucester; Emanuel Domingos, Jr., United Fisheries, Gloucester.

Region 2 (New York to Georgia) Sol Fass, Isaac Fass, Inc., Portsmouth, Va.; Jerome Kiselik, Flag Fish Co., New York; William Hilgenberg, Seaboard Fish Co., Baltimore; John Mathews, Chesebro, Robbins & Graham, New York; R. M. Meehan, R. M. Meehan, & Co., Washington; Ed. Carroll, T. W. Carroll

& Co., Inc., Charleston, S. C.
Region 3 (Florida to Texas) W. S. Pleasendale, Fish Producers
Exchange of Florida, Jacksonville; Frances W. Taylor, Warren
Fish Co., Pensacola; R. S. Morahan, General Seafoods Corp.,
New Orleans; John Mavar, Mavar Fish & Oyster Co., Biloxi;
Nelo J. Gonzales, Star Fish & Oyster Co., Mobile; Carlton
Crawford, Crawford Packing Co., Palacios, Tex.

Region 4 (California) Max Freeman; Benj. W. Shipman; Jack Caivello; Lionel Shatz; J. D. Williamson; Joe Balestrieri.

Region 5 (Oregon, Washington and Alaska) E. N. Steele; Tom Sandoz; Dudley Turnacliff; E. A. Ruthford; W. S. Jensen; W. C. Fardley.

Region 6 (Great Lakes and Middle West) Dan Rogala, Erie, Pa.; J. S. Johnson, Duluth, Minn.; Arthur Jarrell, Jarrell & Rea, Pittsburgh, Pa.; E. M. Concannon, Walkers Fulton Fish Co., Chicago, Ill.; W. A. Meletio, Meletio Sea Food Co., St. Louis, Mo.; Roy Jensen, Hansen & Jensen Fish Co., Escanaba, Mich.

Since its first meeting in April, 1945, the Institute has grown from an idea to an organization with an annual budget of more than \$60,000. At the present time, the membership is over 600, covering 32 states and including Hawaii and Alaska.

In organizing the industry for uniformity of purpose, N.F.I. besides giving a needed voice in governmental circles, is striving to open new markets, reduce the effects of foreign competition, improve quality, increase production and above all make "America's First Industry" an outstanding one. Since its inception the Institute has been called upon to testify before congressional committees on four occasions. It also has set up a non-profit advertising operation, available to the entire industry, in the form of recorded radio programs entitled "From the Waters". A presentation of these programs preceded each day's program at the Convention.

One of the big features of the Convention was the extensive and novel fish and shellfish display on exhibit in the Grand Ballroom of the hotel. Ninety-seven varieties in whole frozen form were shown in iced trays on the balcony. They were arranged in colorful array with various decorative material including ice sculptures of sea life. Also displayed, and later eaten, were 1000 prepared fish dishes, canapes and hors d'oeuryes.

The fish and shellfish used in the displays totalled 6,000 lbs., and were contributed by producers from all parts of the country and flown to Chicago. A staff of 50 chefs from the leading hotels of Chicago prepared the dishes on display, combining their skills to make an exquisite presentation pleasing to both the eye and the taste.

E. M. Concannon was General Chairman of the convention committee; A. E. Burhop, vice chairman; Robert W. Meehan, program chairman; Charles W. Triggs, seafood exhibit chairman. It was announced that next year's convention will be held in New York City.

Alphen Asks for Unity

In his opening address, President J. Lawrence Alphen touched upon the slow development of the industry, potential markets, world food shortages, problems of the Institute and the need for unified action. Visualizing the job that lies ahead Mr. Alphen said this:

"In these days of world hunger, the importance of food has become greater than ever before. We, as producers of a basic food product, recognize fully our great responsibilities to the public.

"We realize our first duty is to provide the American people with the greatest quantity of the best quality products at fair prices. In addition to this responsibility we must produce earnings for the industry sufficient to provide a reasonable return to capital and permit the industry to continue to develop and progress.

"We realize, too, that we have other responsibilities, and that



E. M. Concannon, left, General Chairman, Convention Committee, and Frederick McG. Bundy, Secretary of the National Fisheries Institute.

one of the most important of these is to see to it that while we must utilize the natural resources of the waters to the fullest extent, we must also be ever mindful of tomorrow's supply. . .

"We must admit one primary fact—that the fishing industry has not kept pace with the development of the nation's commerce. This is not debatable. Our country's history of low fish consumption constitutes more than ample evidence of our failure to keep abreast of the times . . . With our consuming public spread out over a great area, we have had to face the problem of bringing the consumer's table within economical reach of the fisheries, and at the same time, trying to achieve a higher standard of quality . . .

"The position, then, in which we find ourselves at present is a very favorable one. First, we have a market considerably below the saturation point . . . Secondly, speed and improved methods of preservation have closed the wide gaps between the

producer and consumer . . . "You cannot read Mr. Hoover's reports on the world food situation without concluding that the world's desperate need of food is far greater than available supplies, and that this condition will exist for quite some time, perhaps years. The world's hunger offers us an excellent opportunity to help humanity and our country, as well as ourselves. We must not

let such an opportunity slip by . . .

". . . The big jobs to be done,—the education of consumers, the improvement of quality-control, and the development of more effective advertising and publicity programs—will require that all of us work together in a well-knit, harmonious unit.

"The need for unified action by the fishing industry is long overdue, but the time is not too late. We must all keep in mind that the prosperity of an individual depends upon the prosperity of his business, and his business, in turn, upon the industry.

"I believe the National Fisheries Institute provides the springboard from which to begin a unified campaign for a bigger and better fishing industry."

Bland Discusses Consumption

Congressman Schuyler Otis Bland of Virginia, Chairman, House Committee on Merchant Marine and Fisheries, guest speaker at the luncheon on the first day of the convention, told of the work of his committee, expressed his approval of the Institute and made worthy suggestions to further Government and industrial cooperation. Speaking of America's position as a fish producer he stated,

"The outcome of the war has eliminated Japan for the present at least as a great fish producing country and the United States now occupies first place among the nations of the world in the production of water resources. All nations are striving to reap as great a harvest from the sea as possible, and whether we can retain our present position the future must determine.

"Heretofore, our American fishing products have been largely sold within the United States and since foreign producers are trying to share our market, the American fishing industry must

be constantly alert and always on its toes if we are to maintain our present position as the leading fish producer of the world.

Speaking of the need to increase markets for fishery products in the United States, he went on to say, "While the United States occupies today first place in production, it occupies probably the last place in consumption of fish and shellfish as food. Increased consumption is undoubtedly one of our problems, and I fear it will prove to be one of your difficult problems. . . Transportation, lack of ready acceptance of fish in the diet, and inadequate refrigeration contribute largely to our low consumption.

"Something is wrong when a great part of our population is either unable to obtain fishery products on a large scale or these people are unaware of the benefits of more fish in their diet . . . As a unit of the industry, it is your responsibility to find means and method to improve the diet and welfare of the American people by making available to them in the best quality-condition a greater variety and amount of seafood."

Explaining the best way for the industry to use Government aid, Congressman Bland made the following suggestions.

"The first job of industry is to co-ordinate its views and plans. There must be unity of purpose and of action. Through this National Institute a program should be developed. The planning must commence here. Then the aid of Government must be enlisted . . . But we must not lean too heavily on the Government."

The strong hands and alert minds of youth are a necessary adjunct to the progress of the industry. Pursuing this subject, the Congressman said, "American youth must have an opportunity to enter the fishing industry and they must be encouraged to do so. The strength of youth—educated youth—in the commercial, technological and biological fields of the fishing industry are essential. This industry offers, and must continue to offer, an unlimited field to the young people of our country."

In expounding on the requirements of the N.F.I. staff in Washington, he said, "We need men in Washington who know your problems, men who can be trusted and men who are readily available at all times for conferences, for consultations, and who are informed on the needs and opinions of your industry."

Talking about the work of his Committee and showing that the fishing industry is getting attention in Washington, he brought up a subject which is of paramount interest at the present time.

"It may interest you to know that at the instance of many members of the Committee on Merchant Marine and Fisheries, I have recently presented to the State Department the serious threat to the industry of continuing and increasing imports of fresh and frozen fillets from Newfoundland, Nova Scotia and Iceland, and that we have suggested specific controls upon further importations."

The second day of the convention appeared to be speaker's day, for no less than ten different people addressed the gath-

ering on various subjects relating to the work of the Institute, the fishing industry and allied agen-

Planta Proposes Market Expansion .

A visiting delegate, Clive Planta, Secretary-Manager, Fisheries Council of Canada, Ottawa, Canada, first speaker of the day, delivered a speech covering the similar problems faced by both the United States and Canadian industries. Following are excerpts from his speech.

"Our Council consists of fourteen member organizations representing producers, processors and distributors of the provinces. These regional associations elect thirty-



Congressman Schuyler Otis Bland, Chairman, House Committee on Merchant Marine and Fisheries.

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four voting representatives, four of whom represent the wholesale distributive trades and thirty represent processors. These voting representatives meet annually and elect a Board of Directors. The Board of Directors in turn elect a President and one or more Vice-Presidents. Our Council is in a sense a parliament of the Canadian fishing industry . . . Today our member organizations include individuals, co-operatives and private companies who process and market more than ninety percent of the products of the fisheries of Canada.

dedicated to the proposition of submerging sectionalism and self-interest for the purpose of overcoming the indifference and crass stupidity which has permitted the rule of divide and control to frustrate our efforts and diminish the stature of our industry in the national economy of both United States

and Canada.

"We have failed to gear our methods of processing, packing and distribution to meet

the needs of people.

"We have neglected rendering service to
the wholesale and retail distributors. They
in turn have naturally concentrated their attention on those foods which are backed by

constant educational and merchandising

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"We have failed to enlighten consumers upon the true values

of fish, and how to prepare it.

"We should strive for the formula by which the culinary arts of the professional chef in preparing fish, can be adapted to the simple techniques necessary for practical use in the average home, and we will have gone a long way toward solving

part of our problem.

"... The total bankruptcy of many of our natural resources has only been prevented by the fear of want and the scientific development of synthetic substitutes. But there is no substitute for fish. Much has been done by biological research to provide us with the information to safeguard continuing production. In the past there has been evidence that greed, ignorance and the pressure of competition have caused us to come within a narrow margin of destroying some of our most important fisheries.

"... Production is only limited by the practicability of exploitation and the possible curbs that may be imposed through international treaties for the preservation and conservation of

the resource.

"In the Food and Agriculture Organization headed by that great world humanitarian and practical economist, Sir John Boyd-Orr, we have available to us a medium through which to synchronize our efforts with all other fish producing nations of the world, and we should not lose sight of its potential value to us.

"... Unless we do tackle the problem of doing away with human want in time of plenty, we will have indeed failed to build our future upon the experience of our failures in the past.

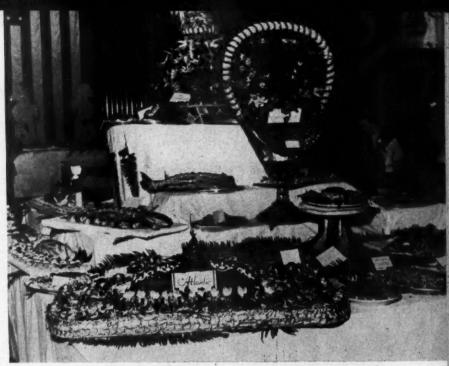
To secure freedom from fear and freedom from want, we must accept as a first principle the flow of trade among nations without artificial barriers which prevent the 'have nots' from securing their needs from those who have an abundance. Without this there can be no peace and without peace there can be no security.

"It seems to me that in our national organizations we have a three-fold purpose:

"The first great purpose to be served is to elevate the status of our industry so that our representations to governments and to the public will be respected and given proper recognition in balance with those made by other well organized and long existing national bodies, which speak with one voice for their respective industries.

"The second function which our organization should perform is to act as a clearing house for problems of the industry . . .

"Third but by no means least of our undertakings is to yank up by the roots and ruthlessly cast aside all outmoded usages and worn out methods which have impeded progress in supply-



One of the displays of fish dishes, canapes and hors d'oeuvres shown at the Continental Hotel during the National Fisheries Convention.

ing an abundance of fish, of high quality and at right prices."

Gabrielson Warns Against Subsidies

Expounding on "Federal Aid to the Commercial Fisheries", Dr. Ira N. Gabrielson, President, Wildlife Restoration Institute, and former Director of the U. S. Fish and Wildlife Service, said, "I am thinking of Federal aid proposals which have not yet been applied. There has been talk of subsidies in various forms, including loans, parity price guarantees, floor prices, and others. They all boil down to the Government underwriting profits for the fishing industry. Such action may be entirely justified and laudable, but when a banker or a private individual puts some money into your business he generally requires some say as to how your business shall be run. The Government acts on exactly the same basis and, as a whole, has not been more unreasonable than the private individual or banker. Look to those other nations which have subsidized in one way or another their commercial fisheries. You will find, on analysis, that the subsidizing government has laid out pretty clearly what the beneficiary had to do in order to receive the help.

"As a citizen, former bureaucrat Gabrielson, I can speak a bit more freely in setting forth my own personal view. My view is that the fishing industry should try to work out its own sal-

(Continued on page 36)



A. E. Burhop, left, Vice Chairman, Convention Committee; and Oscar L. Chapman, Under-Secretary, Dept. of Interior.

Diesel Engine Design and Operation

The Generator and Storage Battery As Described By Wm. H. Radcliffe

THE independent auxiliaries on the conventional fishing boat, such as water pump, fuel pump, air compressor, deck winch and anchor windlass, are usually electric driven and the ship lighting is electric, so the electric generator is an important part of the ship equipment. Its capacity is determined by total power required if all auxiliaries are operated at the same time.

A direct-current 32 or 115 volt generator having a capacity of 5 to 40 kilowatts is usual on fishing craft except in the largest boats where a generator of double this capacity may be necessary. This also allows for charging a storage battery for lighting the ship when the engine is not running and for starting the engine.

In a complete installation where all auxiliaries are electric operated, a general idea of the generator capacity may be had by assuming that motors for the various auxiliaries will use on an average the following amounts of horse-power: For the air compressor 3, fuel pump ½, water cooling 5, lubricating oil 5, deck winches 8, anchor windlass 8, bilge pump 3, lights or battery 5, making a total of 37½ horse-power. As one horse-power equals 746 watts, 37½ horse-power is equivalent to 27,975 watts or approximately 28 kilowatts, there being 1,000 watts in one kilowatt. A generator of 28 or 30 kilowatt capacity would therefore be required for this installation.

city would therefore be required for this installation.

Although one-cylinder Diesel engines are arranged only for hand starting, and two-cylinder and three-cylinder engines may be either hand, air or electric started, the four, six and eight cylinder sizes are either electric or air started. If electric, this calls for a separate additional motor of 6 to 30 horse-power operating on 32 or 115 volts from the storage battery which is charged by an electric generator driven by cam-shaft gear. If the engine and auxiliaries are air started, compressed air from storage tanks is used for this purpose, and the electricity used for lighting is obtained from a generator of low capacity, 2 to 5 kilowatts, belt driven from the tail shaft leading to the propeller. On small trawlers where electricity is used only for lighting, a generator of the same low capacity is sufficient for charging the battery.

An all-around engine tender on a fishing boat will feel more confident if he has a general idea at least of the principal parts of the electric generator hitched to the engine, and this may be had from the sectional diagram in Fig. 10. Current is generated in a series of insulated wire coils on the armature, and when the armature is revolved in the magnetic field produced by the surrounding field coils, this current is conducted to separate copper segments of the commutator which are connected respectively to the individual armature coils. Carbon brushes pressing upon the commutator as it revolves draw off the current generated in the armature coils for use throughout the boat in a system of wiring such as shown in Fig. 11.

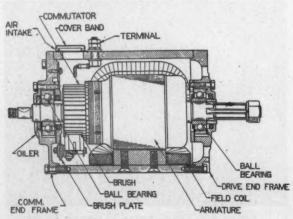
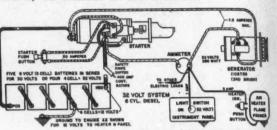


Fig. 10-Working parts of a direct-current generator.

The storage battery serves in place of the electric generator in providing current for starting the engine, lighting the ship at night when the engine and generator are not running, and when they are running the battery helps to carry excessive loads beyond the capacity of the generator. Objectionable fluctuations in lights on account of intermittent heavy loads caused by the auxiliaries are thus minimized.



(Courtesy of Gray Marine Motor Co.)

Fig. 11—Wiring diagram for a six cylinder Diesel engine with a 32-volt, 250-watt generator.

The battery does not generate current but simply returns what the generator when it is running puts into it; in other words, the battery floats on the current line and acts as a reservoir. At other times when the load on the generator decreases, the generator feeds current back into the battery, recharging it. Were it not for the battery, lighting of the ship at night when at anchor would necessitate running the engine and generator, and to operate these machines for this purpose alone would be impracticable.

A storage battery is usually of the lead-acid type, each cell of which consists of a number of positive and negative lead plates with insulating separators between them, immersed in a sulphuric acid solution within a closed hard rubber jar which is itself a natural insulator. All the positive plates in each cell are connected together and all the negative plates are connected together, each group having a binding post or terminal at the top of the jar for connecting the cells together in series and thus adding their voltages; that is, the positive terminal on one cell is connected to the negative terminal of the next cell and so on throughout the battery; then the positive and negative terminals of the battery as a whole are connected respectively to the positive and negative lines from the generator and to the two bus bars from which are tapped off conductors leading to the various electric auxiliaries.

On open circuit the voltage of each cell when fully charged is slightly over two volts. The usual 32-volt installation or battery therefore requires 16 cells in series which are generally assembled into a group comprising four sets of four cells each Direct current only must be used in charging the battery, never alternating current. During operation, water must be regularly added to each cell, usually about once a week, as the acid solution loses some of its water by the charging of the battery and some by evaporation, but the acid is never lost in this manner and so need not be replenished unless carelessly spilled out of the containing jar.

The amount of acid to be added in case of a spill is that necessary to bring the specific gravity of the solution when the cell is fully charged, to about 1.275 at solution temperature of 77 degrees Fahrenheit.

When current is taken from the battery, its voltage immediately falls to some value largely dependent upon the discharge rate. If this discharge rate is held constant, the voltage will gradually diminish until it reaches some point where it is no longer useful, when the battery is said to be discharged. High rates of discharge have no harmful effect upon the battery and it may be safely discharged at any rate encountered commercially.

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The Red Snapper Industry of Florida

Problems Confronting the Industry And its Story from the Beginning

Pensacola, the westernmost Florida port on the Gulf of Mexico, is the acknowledged red snapper capital of America. For out of this historical city sails the red snapper fleet to fish the Campeche and other banks off Mexico and Honduras, 400 to 500 miles from Pensacola; and the small motor boats chug their way along the United States coast of the Gulf to combine their catch of red snappers to make Pensacola the home port of about half of the red snappers consumed in the United States. The "Banks" and the American side of the Gulf Coast vie in the producing grounds of that popular and succulent fish. It is estimated that of the total red snapper catch of vessels and boats from Pensacola port about fifty percent come from the Campeche Bank, and fifty percent are fished from the United States side of the Gulf. It is estimated that more than 200 million pounds of red

snapper has been marketed by the fishermen of Pensacola since commercial fishing of the red snapper began in the early 1870's. For, although the red snappers were taken in the Gulf of Mexico for local consumption from the time when Pensacola was reached by Norvaez in 1528 and was settled by De Soto in 1540, commercial fishery was not truly begun until the introduction into the South of ice brought in by New England's schooners shortly after the Civil War. But even after the importation of the expensive ice "Live-well smacks" were used almost exclusively in the red snapper fisheries of Pensacola.

portation of the expensive ice "Live-well smacks" were used almost exclusively in the red snapper fisheries of Pensacola. The wells were constructed amidships of the hull, extending from just forward of the mainmast and occupying about one-third of the length of the vessel. The flow of water was secured by boring about three hundred 1 or 2 inch auger holes in this section. Fish could be kept alive in the wells for several days.

Origin of Industry

It is almost certainly established that the commercial red snapper industry originated in Pensacola. Early in the 1870's S. C. Cobb, an energetic and resourceful New England fisherman, established the Pensacola Fish Co. Importing fishermen from the hardy New England breed to man his 4 live-well smacks of about 15 tons each he founded the first of Pensacola's red snapper fleets. He was soon joined in partnership by A. F. Warren, another hardy New England fisherman.

From this modest beginning grew, through the years, the red snapper industry of Pensacola whose vessels and boats fish the year round. The catch in peak years reaches 10,000,000 pounds, at a value of nearly one million dollars. It is brought into and handled in Pensacola by vessels and boats which are largely based at that port, but augmented by craft from nearly every fishing village, hamlet and lone fisherman's hut along the Gulf Coast, from Mobile, Alabama to Tampa, Florida.

In 1880 the partnership of Cobb and Warren was dissolved. Warren in association with Silas Stern established Warren & Co., now the Warren Fish Co. Warren & Co. was soon followed by the E. E. Saunders & Co., composed of E. E. Saunders and Capt. T. E. Wells, who had acquired the pioneer Pensacola Fish Co. Later, Wells bought out Saunders, but retained the old name. Today, the Warren Fish Co. is operated by Francis W. Taylor, a grandson of Silas Stern. These two red snapper fisheries—Warren Fish Co. and E. E. Saunders and Co.—comprise by far, the fleets which have made Pensacola the red snapper capital of the world.

By 1932, the red snapper industry comprised more than 75 vessels manned by nearly 600 fishermen which fished largely on the Campeche Bank and over 600 fishermen, using a larger number of small motor boats, fished the red snapper along the "lumps" on the United States side of the Gulf. And in Pensacola a considerable number were employed in preparing and packing the fish for shipment to an ever widening market South and North. The "live well" had given way to artificial ice manufactured locally. The introduction of artificial ice in the late 80's had outmoded the well-smacks and made feasible the use of larger schooners, which could range farther and were able to bring in larger catches.



Pensacola red snapper fishermen unloading a catch.

Efforts to effect economies in production, preservation, handling, and marketing of red snappers have not been altogether successful. The United States Bureau of Fisheries conducted long researches looking to a lowering of the costs of red snapper production and marketing from 1931 to 1933. Experimenting with trawl lines of various sizes of hooks and with fish pots or traps did not tend to dislodge the line fishing. Today there is no trawl fishing for snappers out of Pensacola, either by line trawls, net trawls, pots or traps.

The Fish and Their Habits

The red snapper is available the year round. It is one of the most colorful and attractive members in the seafood markets' display case. It runs up to 30 pounds in weight and 2½ feet in length. The meat is juicy, white and of pleasant flavor. It finds favor whether broiled, baked, steamed or boiled. The red snapper, of five principal species and of various colors and gradation, was not so named until 1878. But the "Pensacola" red snapper, of a deep rose red, paler on the throat, and bluish streaks along its rows of scales, is the most important of the red snapper family.

The life of the red snapper has been explored to only a limited extent. The U. S. Fish & Wildlife Service has made no biological study of this important commercial fish. The fishermen, however, have formulated opinions of the habits of the red snapper which, thus far, have not been confirmed by scientific research. The preponderant evidence of the fishermen is that the red snappers are migratory and move either through the change of season or are forced out of their feeding grounds by a depletion of the food supply. The red snapper fishermen insist that their long experience has convinced them that the red snappers move from deep to shallow water of about 20 fathoms during the summer and that they move in schools from the Caribbean Sea into the Gulf of Mexico in late

(Continued on page 54)

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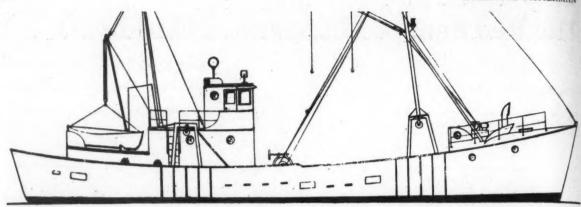
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New Steel Dragger Arrangement Offers Reduced Windage

The accompanying preliminary plans for a 92'6" welded steel dragger having a draft of approximately 10' and beam of 21', were prepared under the direction of Philip Thiel, Jr., general manager of Colley-Maier, Inc., Boston naval architects.

Particular attention has been given to reducing windage and top weight. In order to accomplish this and still have all the living quarters at the deck level, sunken floors are used for the galley and fo'c's'le and the staterooms are placed in the main deck house.

The location of forward crew's quarters at deck level is a relatively new departure, and this has been effected without using a raised whaleback. These quarters contain 8 bunks and toilet facilities, and have port holes on either side which make them light and airy. Gear stowage space and the fresh water-tank are placed below the fo'c's'le. A collision bulkhead is located forward.

By placing the galley aft, added space is available for the fish hold which is about 26' long and has a capacity for 200,000 lbs. of iced fish. The officers' quarters are divided into two staterooms, one for the Captain with stairway to the pilot house, the other for the mate and engineer. Forward of these quarters

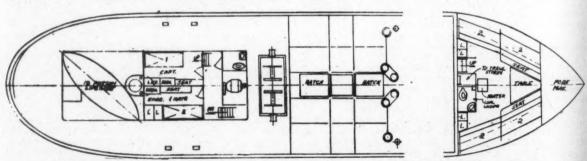
is a passageway off which is a toilet and stairway to the engine room.

The forward mast incorporates the gallows frames, and is designed to provide unobstructed deck space. A stack, containing the engine muffler, runs up through the forward end of the galley and provides a means of exhausting foul air from the engine room.

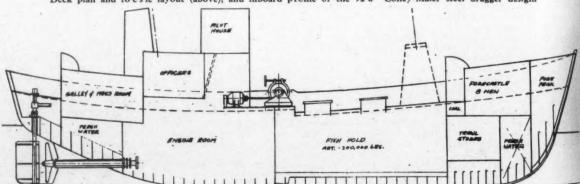
The vessel is designed for lowest possible construction cost and certain simplifying innovations are used in the hull structure. By eliminating the reverse curve in the stern section and having the plating run right into the center line of the vessel, fitting is made much easier. A heavy plate skeg is used.

Angles are used for frames only in the engine room where they are desirable for giving added stiffness to offset the vibration and extra weight, and in the fish hold where they provide a good attachment for ceiling connections. In the ends of the vessel flat bars are used which are easier to fit. The sunken deck takes the place of the panting stringers and gives added rigidity to the hull.

The designers propose the use of a 400 hp. Diesel propulsion engine which would swing the propeller at around 260 rpm. to give a sustained all-weather speed of 11½ knots. The vessel would have an electric drive for the winch, with power provided by a 90 hp. winch engine driving a 60 kw. generator and connected to a 75 hp. motor located in the forward end of the deck house.



Deck plan and fo'c's'le layout (above), and inboard profile of the 92'6" Colley-Maier steel dragger design.



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Florida Shrimp Boats Receive Blessing

More than 70 boats of the Fernandina, Mayport and New Smyrna shrimp fleet were blessed in a ceremony held at St. Augustine on April 14. The rites marked the first public blessing of the Florida shrimp fleet, and plans have been made to hold the ceremony annually on Palm Sunday.

The occasion was the last day of the 30-day closed season on

The occasion was the last day of the 30-day closed season on shrimp off Florida's East Coast, and the shrimp fleet began a new season the following day. Some of the St. Augustine boats went to northern waters for the closed season, but many of the craft were idle in the San Sebastian River.

Fishing at Standstill

Commercial fishing in St. Petersburg was at a virtual standstill the latter part of April due to a disagreement between the Gulf Coast District Fishermen's Union and the dealers. Wholesalers refused to buy mackerel except when gutted, and only 12c per pound was offered, although this price previously had been paid for the whole fish. Prices on other species of fish, including grouper and mullet, also were reduced.

The Union members maintained that prices offered were below the scale of quotations set forth in the master contract signed some time ago, and voted to refuse to sell mackerel except to dealers which accepted it round. Cortez fishermen also refused to sell mackerel except in the round state. Only two St. Petersburg wholesalers and the Fishermen's Co-operative were reported as accepting round fish.

The contract between the Union and the dealers provides for 1c a pound additional for drawn fish, and also obliges the wholesalers to follow the custom carried on in the past 12 months in the area affected, which has been to sell mackerel round.

Spongers Make Good Catches

Some of the best weather during the year for gathering sponges prevailed the middle of April, and the Key West fleet made excellent catches. On April 12, \$10,250 worth of sponges were sold on the public bidding dock. Capt. Elijah Cates and his crew of two sold \$1,700 worth of sponges, which they gathered in five days.

"Mariavon" High Mackerel Boat

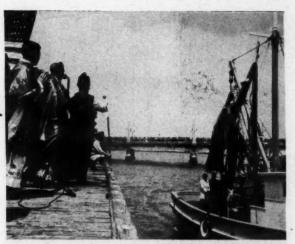
In the fleet of V. P. Combs Fish Co., Naples, the 46' mackerel netter *Mariavon*, owned and operated by Herbert Storter, was high boat for the October-March season.

Powered by two Chrysler Crown engines with 2.5:1 reduction sears and with a speed of 22 mph., the boat, built in 1945, brought in a season's catch of 190,000 lbs. Most of these fish were produced at Marathon in the Florida Keys.

The high boat in the Combs fleet for the preceding season was the 43' Big Dipper owned by E. Turner and Sons, bringing in a record catch of 165,000 lbs. for three months' fishing.



The 46' mackerel netter "Mariavon" skippered by owner Capt. Herbert Storter (inset), high boat in the fleet of the V. P. Combs Fish Co., Naples, Fla.



Shrimp boats in a 5 mile long single file passed before Rev. Father Daniel C. Hagarty at St. Augustine, Fla. to receive his blessing on Palm Sunday.

Fish Flown to Detroit

Eighty pounds of fish, packed in corrugated cardboard containers, one within the other, known as Insulpac, were flown by Eastern Air Lines from Tampa to Detroit recently. The fish were individually sealed in Pliofilm envelopes, and were shipped uniced.

The flight, which was instituted by the Air Cargo Research Division of Wayne University, Detroit, in co-operation with the Fish and Wildlife Service, took 10 hours. The temperature of the fish rose .72 of a degree per hour, compared to the degree-and-a-half rise for iced fish.

"Miss Ohio" Destroyed by Fire

The fishing boat Miss Ohio was destroyed by fire following an explosion on April 8 at the pier of the Chadwick Fisheries, Nokomis. R. L. Laney, Lester Goodman and Buddy Ringo, all of Nokomis, who were aboard the vessel at the time of the blast, were seriously burned. It is believed that the explosion came from an accumulation of gas in the bilge.

Mississippi to Reorganize Seafood Commission

Under provisions of a bill signed by Governor Thomas L. Bailey of Mississippi on April 8, representatives of management and labor from the fishing industry will be allowed to serve on the State Seafood Commission, effective January 1, 1948. The measure provides that the Governor shall appoint 5 members to the Commission, one a year, to five-year terms. He also is empowered to fill any vacancies by appointment.

Another bill recently signed by the Governor makes it unlawful to take crabs from the Gulf of Mexico or Mississippi Sound with nets, seines or trawls.

New Seafood Plants

Gulf Central Seafoods, managed by C. E. Peterson, recently started operations in Biloxi. The plant, which has its own fleet of boats, will feature the canning of crab meat, but will handle other types of seafoods.

The building measures approximately 60' x 100', and is equipped with modern equipment, including a complete system of conveyors. The firm will employ approximately 75 persons.

Plans are underway for the construction of a plant on Bayou Cadet, Lakeshore, by Unity Seafoods, Inc., which was recently established by Harry D. Stone, Eric S. Simmons and Adolph Ebner, Jr. Besides handling and processing seafood and allied products, the concern will repair, equip and service fishing boats, make and sell ice, and sell fishermen's supplies.



The new 68' gill netter "Saint Joseph III" being launched by W. S. Carter, Friendship, Me. for Capt. John Zappia (inset).

Maine Sardine Advisory Committee Appointed

The first step in the process of obtaining higher ceiling prices for the Maine sardine pack was taken recently when OPA invited six leaders in the industry to serve as the Maine Sardine Industry Advisory Committee. Canners maintain that their costs are up at least 50c per case of quarter keyless oils, and are refusing to contract for delivery of the 1946 Government set-aside at last year's price of \$4.55. It is probable that OPA will review the entire price structure on Maine sardines to determine whether or not both trade and Government ceilings should be raised.

The Committee appointed to consult with OPA consists of James Abernethy, West Pembroke; Glenn Lawrence, Belfast; Moses Pike, Lubec; Calvin Stinson, Prospect Harbor; Milroy Warren, Lubec; and Donald G. Wilson, Eastport.

The group is representative of large, intermediate and small packers, and 1 member is an independent packer, while 5 are affiliated with the Maine Sardine Packers Association.

"Billow" Fishing Out of Rockland

The trawler Billow, owned by General Seafoods Corp., which has been fishing out of Boston, is now fishing out of Rockland. The vessel, under the command of Capt. Percy Spurling, former skipper of the Major J. Casey, returned to port on May 1 with her first catch.

"St. Michale" Resumes Fishing

The dragger St. Michale, which sank off Central Wharf, Portland, following an explosion last July, has been repaired and has resumed fishing. The hull of the vessel was completely rebuilt by Marine Railway & Repair Co., South Portland, and a new 120 hp. Chrysler marine engine was installed. The vessel is owned by Joseph and Gerald Balzano, of Portland, and will be skippered by Anthony Balzano.

To Establish Sardine Plant at Bath

Preliminary work has been started on remodeling one of the old Texas Shipyard buildings at Bath into a sardine cannery. The concern will be known as the Bath Canning Co., and is a branch of the Belfast Packing Co., Belfast.

Although the firm will be engaged primarily in the canning of sardines, it is hoped that the packing of other seafood products, which would assure year-round operation, may be developed. The plant will have an estimated capacity of 300,000 cans of sardines per day, and is expected to be ready for operation by August.

Calvin Stinson, Prospect Harbor, will be president; M. F. Mitchell, Southwest Harbor, general manager; and Glenn A. Lawrence, president of the Belfast Packing Co., treasurer.

Gill Netter "Saint Joseph III" Launched

The 66' x 16' x 7' gill netter Saint Joseph III was launched last month by W. S. Carter Boatyard, Friendship, for Capt. John Zappia of Portland. She was built from a new model of the yard, has double steam bent 2 x 4 frames on 10' centers, 2" oak planking and 2" pine deck, and is painted with Pettit pann. Fish capacity is 70,000 lbs., and there are bunks for 4 in the fo'c's'le. The pilot house, which contains a Submarine Signal Fathometer, is located aft. Capt. Michael Iaconeta will be skipper.

The vessel is powered with a MRDB 6 cylinder Superior Diesel rated 114 hp. at 1200 rpm., fitted with 3:1 Joes reduction gear, Goodrich Cutless bearing, 2½" Monel shaft, and 44 x 32 Federal-Mogul propeller. A Sheppard Diesel is used for auxiliary service, and 32-volt Surrette batteries are provided. All engine equipment was furnished by Harbor Supply Oil Co., Portland

Carter is to build a 65' lobster smack for A. C. McLoon Co., Rockland, which will be powered with a 175 hp. Fairbanks-Morse Diesel; and a 58' dragger for Captains John Smith and Sterling Eyer of Stonington, Conn., which will have a 115 hp. Caterpillar.

The yard has completed a 31'8" lobster boat for Gerald Delano of Friendship, and is building a 26' lobster boat for Edgar Davis of Friendship.

Clam and Mussel Season Extended

The clam and mussel packing and shipping season, which was scheduled to close May 15 in Washington, Hancock, Knox and Waldo Counties, was extended 30 days by executive order of Governor Horace Hildreth.

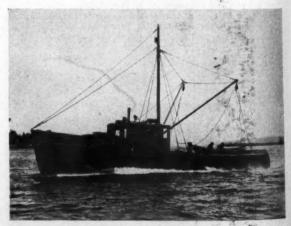
The extension is for the triple purpose of helping to relieve the food shortage, providing a ready source of income for returning veterans, and permitting numerous areas of flats to be dug to aid propagation.

To Rebuild Cutler Wharf

Plans are being made for the rebuilding of the Cutler Fish Wharf, Cutler, owned by Erich Zwinkel, which was destroyed by a gale last November. Since destruction of the wharf, the Cutler fishing fleet has been operating on a curtailed schedule. The new wharf will have a capacity for handling 65,000 lbs. of fish daily.

New Freezing Plant at Machias

At a recent meeting of the Washington County Chamber of Commerce, held at Machias, L. A. Sennett revealed plans of the Sunrise County Cold Storage & Warehouse Co. for erecting a 150' x 50' freezing and cold storage plant. Three sections will



The "Huckleberry Finn", 57' dragger owned by F. H. Snow Canning Co., Pine Point, Me., recently underwent complete rebuilding at Sample's yard, Boothbay Harbor. A new 6 cylinder Series 71 General Motors Diesel engine with 2:1 reduction gear was installed. A 3:1 Twin Disc power take-off is used to drive the winch. Other equipment includes Exide batteries and a Columbian propeller.

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Richard E. Reed, newly appointed Commissioner of the Maine Department of Sea & Shore Fisheries.

be provided, including one for cold storage, with a capacity of 600,000 lbs., mainly for fish and blueberries.

Alewives Sold to Medomak Co.

The 1946 catch of alewives at Warren has been purchased by the Medomak Canning Co., Rockland, for the 1945 price of 85c a bushel. The fish, which are caught in traps, will be trucked to the cleaning factory at New Harbor and processed at the Company's Winslow's Mills plant.

Patrol Boat to Base at Rockland

The Department of Sea and Shore Fisheries' patrol boat Maine has been moved from Boothbay Harbor to Rockland, where she will be based permanently. The Maine is used for patrolling, emergency rescue work and routine Department duties, and moving her to Rockland is part of a plan to spread the Department's boats along the coast to assure more efficient and effective operations.

Southwest Building Two Draggers

Southwest Boat Corp., Southwest Harbor, is completing a 62'6" dragger for Capt. Anthonino Favaloro of Gloucester which will be powered with a 171 hp. Buda Diesel with 3:1 Twin Disc reduction gear. The yard is building a 68-footer for John Bindloss of Stonington, Conn., to be equipped with a 180 hp. Cummins Diesel fitted with Twin Disc MG 300 hydraulic 2:1 clutch.

Carrier "Trident" Repowered

The 65' sardine carrier Trident owned by Trident Packing Co., Portland, has been repowered with an 8 cylinder, 143 hp. Chrysler Royal engine with 4.48:1 reduction gear, swinging a 36 x 30 Federal Mogul propeller. The engine was sold by Harbor Supply Oil Co.

Dragger Building for Carver

Rockland Boat Shop, Rockland, which recently resumed operations, is building a 75' dragger for Capt. Charles Carver of Rockland, to be powered with a 250 hp., 8 cylinder Hendy Diesel with 2:1 reduction gear. They have an order for a 36' lobster boat from Capt. Wilmer Ames of Matinicus who will power his boat with a 100 hp. Kermath engine.

Boats Overhauled at So. Portland Yard

Marine Railway & Repair Co., South Portland, recently has repaired and overhauled several fishing boats. The Santina D. owned by Paul Graffeo of Boston was in for a general hull job; the Vagabond, owned by Harris Co., Portland, had a new whale-back installed, fish hold lengthened and fo'c's'le rebuilt. Mid-Central Fish Company's Andarte, the Lawrence Scola and F. J. O'Hara's Villanova and Fordham had regular Spring, overhauls; the Nora D. Sawyer received an engine overhaul and hull work; and the Anna C. had repairs to her stern. The 58' F. J. O'Hara draggers Ave Maria and Boston College have been reconverted following Naval patrol service, and the Company's 58' Holy Cross is now being refitted for fishing.

Oyster Convention Program To Offer Timely Topics

Plans have been completed for the 1946 Annual Joint Convention of the Oyster Growers & Dealers Association of North America, Inc., The Oyster Institute of North America, and The National Shellfisheries Association to be held in the Hotel New Yorker, New York City, June 5-7. An interesting program has been arranged with the view of making it of practical value in solving current problems of the industry.

The convention will be opened with greetings from Honorable Julius A. Krug, Secretary, Department of Interior—Albert M. Day, Director, Fish and Wildlife Service to be followed by a talk on The Future of Our Fisheries by Dr. Harden F. Taylor.

On the afternoon of the first day the following speeches will be delivered: Practicability of Shipping Oysters and Other Fishery Products by Air by Dr. Spencer A. Larsen, Director, Air Cargo Research, Wayne University, Detroit; Newer Developments in Shipping Containers used in Air Shipments of Oysters and Other Fishery Products by W. R. Lanham, Chemist, Fish and Wildlife Service; The Future of Frozen Packaged Oysters by Leo Young, Manager, Fishery Products Division, Lewis-Martin & Co.; Experiments and Improvements in the Mechanical Dredging and Handling of Oysters by J. Richards Nelson. A demonstration of mechanical shucking of oysters will be made by John L. Plock and Dr. Herbert F. Prytherch.

On Thursday morning, June 6, Albert W. Woodfield will talk

On Thursday morning, June 6, Albert W. Woodfield will talk on How Shall we Maintain Consumption of Oysters when Meat Supplies are Again Plentiful? Mrs. Frances F. Gannon, Director Consumer Service Division, Department of Markets, New York City, will report on Increasing Consumer Interest in Oysters. J. M. Lemon, Chief Technological Section, Division of Commercial Fisheries, Fish and Wildlife Service, will present the Results of Recent Researches on Food Value of Oysters. G. Clifford Byrd, Director, Crisfield (Md.) Seafood Laboratory, will

discuss Control of Plant Sanitation by Industry.

"What Can We Do to Improve Existing Stocks of Oysters?" is the topic of the Thursday afternoon session during which Dr. Thurlow C. Nelson will discuss the Need for Developing New Strains by Selective Breeding of Domestic Stock, Cross-Breeding with Other Species, Introduction of Species from Other Areas; Dr. A. E. Hopkins will present Observations on Japanese Oyster Culture in the State of Washington; and Dr. J. N. Gowanloch will report on The Problem of the Japanese Oyster. Other papers to be presented during this session are: Growth of Oysters of Different Ages in Milford Harbor, Connecticut by Dr. V. L. Loosanoff, Director, Milford Fisheries Biological Laboratory; Some Observations on the Feeding of Oysters with Especial Reference to the Tide by A. F. Chestnut, New Jersey Oyster Research Laboratory, Rutgers University; A Brief Critical Survey of the Evidence for the Horizontal Movements of Oyster Larvae by Dr. M. R. Carriker, Department of Zoology, Rutgers University; Preliminary Studies of the Phosphate Content of Some North Atlantic Coastal Waters and its Possible Bearing upon the Food of Oysters by Dr. Harold H. Haskin, Woods Hole Oceanographic Institution, Massachusetts; and More and Better Oyster Seed from Fewer Shells, a demonstration by Dr. T. C. Nelson, Rutgers University.

On the concluding day of the convention, the following subjects will be covered: Louisiana's Oyster Management Program—J. N. McConnell, Director, Division of Oyster and Water Bottoms, Department of Conservation, Louisiana; Effect of Susquehanna River Stream Flow on Chesapeake Bay Salinities and History of Past Oyster Mortalities on Upper Bay Bars—G. Francis Beaven, Oyster Biologist I, Department of Research & Education, Solomons Laboratory; Commercial Aspects Upper Chesapeake Bay Oyster Bars in Light Recent Oyster Mortalities—James B. Engle, Aquatic Biologist, Fish and Wildlife Service; Effects of Changes in Salinity on Gulf Coast Oysters—Dr. A. E. Hopkins, Director, Pensacola (Fla.) Fisheries Biological Laboratory; How Can We Profit by FDA Hearings?—Dr. Curtis L. Newcombe, Director, Virginia Fisheries Laboratory; Control of the Sporozoan Parasite of the Oysters—Dr. H. F. Prytherch, Director, Fisheries Biological Laboratory, Beaufort, North Carolina; Bacteriological Observations on Oyster Grounds of Hampton Roads Area, Dr. P. Arne Hansen, Fish & Wildlife Service

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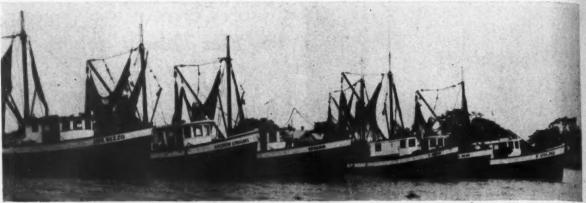
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St. Johns Shrimp Co. boats, Patterson, La., "Joe Rizzo", "A. J. Higgins", "E. F. Martin", "VE Day", "Frances Olga", "F. Golino".

Louisiana Shrimp Catch Shows Increase

Shrimp production in Louisiana for the month of April totalled 7,352 barrels, as compared to 3,479 barrels the previous month and 5,656 barrels in April of last year. Landings in the New Orleans and lower Mississippi River area amounted to 4,371 barrels, while 327 barrels were produced in the Houma, Chauvin, and Dulac area, and 2,654 barrels were landed in the Morgan City, Berwick and Patterson area.

The oyster catch for April amounted to 61,121 barrels, in comparison with 48,891 barrels in March, and 38,383 barrels during April, 1945. Of the total, 39,587 barrels were produced in the New Orleans and lower Mississippi River area, 21,424 barrels were produced in the Houma, Chauvin and Dulac area, and 110 barrels were landed in the Morgan City, Berwick and Patterson area. Salt-water fish, fresh-water fish, hard crabs, soft crabs and

crabmeat also showed increases over March production.

To Present Bill Changing Season

As a result of a meeting of members of the shrimp industry with the Conservation Department at New Orleans on April 8, a bill proposing radical changes in the laws governing shrimp fishing in Louisiana will be presented at the next session of the Legislature. A proposal for closing the season in inside waters from December 15 to March 31 and from June 15 to August 31, which also was presented by Dr. James Nelson Gowanloch at a previous meeting, was agreed upon by those present.

However, fishermen from a number of parishes suggested slight variances in the closed seasons in inside waters, and some spokesmen urged a closed season of at least two months in the Summer in outside waters-depths of greater than 18'. Under the present law, closed seasons are provided in inside waters from June 25 through August 15, and from March 15 through May 15.

The majority of those present agreed that shrimp caught should run at least 40 to 50 to the pound, including the heads. According to John Versaggi of Patterson and others, the use of a two-way stretch mesh net would help to eliminate the catching of smaller shrimp, which must be thrown back into the water in compliance with present regulations.
G. C. Lewis, who represented Jefferson Parish fishermen, urged

changes in the shrimp laws which would make prosecution for violation possible. Lewis said that the Wild Life and Fisheries Department has filed at least 300 complaints for violation of shrimp conservation laws in Jefferson Parish alone, but that there have been few convictions.

Additions to Fleet

Bill Kenon of the Jumbo Shrimp Co., Morgan City, recently purchased a new trawler, Midget, which came from New Jersey. Adam Smith, owner of the A. & J. Produce & Seafood Co., New Orleans, also has added a new boat to his fleet, the Oro. Smith's fleet unloads at the plant of the Jumbo Shrimp Co.

Klonaris Shipyard, Morgan City, is constructing a 65' x 181/2' x 71/2' fishing boat for Eugene Webster, Morgan City.

Catch Shrimp in Mexican Waters

Among the high boats at the Morgan City Packing Co. plant, Morgan City, for the week of April 15 were the Four Sisters, owned and skippered by Earl Webster, and the Mercedes D., Chris Dobard, co-owner and skipper, each of which caught 38 barrels of shrimp in Mexican waters.

It took the boats 82 hours running time to reach A. Obregon, Tab., the Mexican port where they docked to refuel. The shrimp were of the same size and appearance, and the quantity was similar to production the same week off the Louisiana Coast.

Waterway Improvements Approved

The House Rivers and Harbors Committee recently approved several Louisiana waterway projects, including the following: Louisiana-Texas intracoastal waterway, to cost \$8,000,000; deepening of the waterway from Lake Charles to the Gulf of Mexico, \$2,000,000; and a canal from Franklin to the intracoastal water way, \$43,300.

Japanese Fishing Vessels Sold

Three Japanese fishing boats, seized during the War and impounded at New Orleans by the Coast Guard, were sold at auction to Ignatius St. Phillip, New Orleans, on April 16. The craft range from 35 to 38' in length.

Maryland Crabbers Expect Favorable Season

After a month's overhauling of their boats and equipment, crabbers were ready for operations on May 1, the opening day of the season in Maryland waters of the Chesapeake Bay. A big run of crabs is expected, and more crabbers will operate

this season than for several years past, as a number of fishermen who were in the Service or War work will resume fishing.

Crabbing opened in the Sinepuxent Bay on April 1, and some crabs arrived in Crisfield during April from that section and from North Carolina. J. Herman Sterling has opened a fish packing house in Crisfield this season.

Joint Potomac Commission Rejected

Under authority of a resolution passed by the Maryland Legislature, and in anticipation of similar action by Virginia, Governor O'Conor of Maryland some time ago named a committee to improve the practices of conservation on the concurrently controlled Potomac River. The committee consists of the following: Robert Archer, Bel Air, chairman; William Hilgenberg, Baltimore; and Wellington Tawes, Crisfield.

The committee plans to institute a complete review of legislation growing out of the Compact of 1785 (by which concur rent jurisdiction was granted to Virginia over the Marylandowned body of water) to study methods and procedures for possible further improvement on Maryland's part in the administration of the Potomac fisheries, and if necessary initiate supplementary legislation to that end.

However, the proposal offered to the Virginia Assembly for

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Great Lakes Treaty To Be Delayed

Although the treaty for cooperative control of commercial fishing in the Great Lakes was signed by the United States and Canada recently after many years of negotiation, much remains to be done before the pact actually becomes operative. The whole procedure may take between 3 and 6 months.

The treaty, which has been submitted to the Senate for approval, also must be approved by the Canadian Parliament. Then Congress and Parliament must enact enabling legislation, and finally the six members of the International Commission provided by the treaty must be named. Provision also is made for advisory boards for each of the States touching on the Great Lakes, and for the province of Ontario.

Make Big Pickerel Catches

The pickerel season opened on Saginaw Bay, Mich. April 10, with initial catches considerably larger than those of last year. Approximately 100 fishing vessels in the area participated in the first day's fishing. Prices in metropolitan markets ranged from 12 to 15c per pound for mediums.

One of the largest catches brought in was the 7,500 lbs. netted by Clarence Smith of Essexville. The two tugs owned by Roy McCoy, Bay City, brought in approximately 9 tons, three-fourths of which were pickerel. Thumb fishermen reported 1½ to 2 ton averages:

Tugs of the Lake Huron Fish Co., East Tawas, lifted 2,400 lbs. of pickerel. In addition, the boats also had 1,400 lbs. of other species, mostly carp and suckers.

For the first time in a number of years, spawn was returned to the Bay instead of being taken to shore for transfer to hatcheries. The Conservation Department is of the opinion that artificial propagation is of doubtful value, and the State Park hatchery, to which spawn are usually taken, has closed.

Request Control of Lamprey Eel

Immediate action by the proper authorities to control and eradicate the lamprey eel is requested in a resolution recently passed by the Manistique, Mich. City Council. Councilman William Sellman, who has operated extensive commercial fishing interests in the area for many years, reported that fishing is becoming so poor in Manistique Harbor that fishermen are barely able to continue operations. Four fishing craft already have left for Lake Superior.

Smelt Dipping

In an effort to stem the smelt run into Lake Superior, all streams feeding into the Lake were opened to the dipping of

the establishment of a joint committee on the Potomac conservation problem has been turned down. According to Governor Tuck of Virginia, the proposition was rejected because of lack of demand for it in the Tidewater and Potomac regions.

Rockfish Run Underway

The run of large rockfish to the headwaters of the Chesapeake Bay and tributaries was at its height early in May. Betterton fishermen reported some rock catches, and a large run of white perch. Fishermen expect a successful season, with favorable weather conditions.

Large Croaker Run

Ocean City net fishermen report that one of the largest runs of croakers ever known arrived the latter part of April. Croakers make their way from the ocean to the bays and estuaries to spawn, and it was expected that the fish would be plentiful soon.

Paul Maddrix and Morris Sterling, of Crisfield, caught 300 boxes of trout and croakers in haul seines one day during the middle of April. The fish sold for \$10.00 a box.

Oyster Catch

According to Edwin Warfield, Jr., chairman of the Maryland Tidewater Fisheries Commission, this year's oyster catch compares favorably with the records of previous years, even though Practically no oysters were taken from the Swan Point and Love Point bars off Rock Hall.



The 42' steel fishing tug "My Buddy" being launched at the Marinette Marine Corp., Marinette, Wis. She is owned by Ed Severson and Arnold Steinhoff, both of Munising, Mich., from which port she will operate. Her engine is a 3 cylinder Gray Diesel with a 3:1 reduction gear.

smelt on April 16 by the Wisconsin Conservation Department-Runs were reported in the Brule and Amnicon Rivers, Douglas County; in Fish Creek and the Sioux River, Bayfield County; and at Ashland.

Irvin Kolbe of St. Ignace, Mich. reported that the first significant catches of smelt in the area were made on April 5, when 900 lbs. of smelt were taken from Nunn's Creek. Catches also were taken from the Carp and Pine Rivers the following week-end. Fishermen harvesting large quantities included George Sanders, George Izzard, and Duff Willet.

Smelt made their appearance in the Cheboygan River in large numbers on April 13. This was the first sizable run of

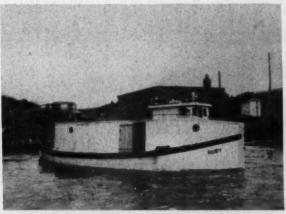
smelt in the River since the Spring of 1943.

Fish Planting to Return to Normal

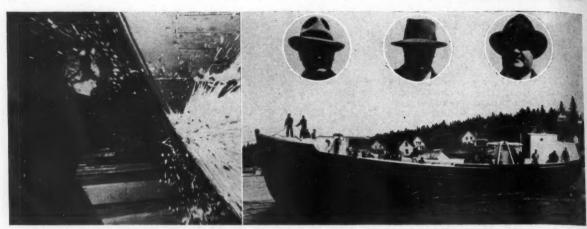
After five years of curtailment, the Wisconsin fish propagation and planting program will be normal in scope this year, according to the State Conservation Department. George Sprecher, assistant fisheries superintendent, explained that methods of stocking have been changed, and that this year the program will be directed toward the propagation of larger numbers of fingerlings and legal-size fish than ever before.

Tagged and fin-clipped wall-eyed pike planted as fingerlings two or three years ago are now being caught in the spawning nets used by State fisheries crews as legal-sized fish, indicating

considerable success in this stocking program.



The 30' tug "Ruby" owned by Stark Bros., Cornucopia, Wis. She is powered with a 40 hp. Kermath gasoline engine with a Joes clutch turning a 19 x 11 Michigan propeller, and is equipped with Ederer nets.



Mrs. Fred Neville christening the "Wild Duck", and right, the vessel after launching at Bristol Yacht Building Co., South Bristol. Maine. Inset, left to right, Fred Neville, Albert E. Grant, Harold Ingraham.

"Wild Duck" Launched for **New Bedford Owners**

The 90' dragger Wild Duck was launched May 4 by Bristol Yacht Building Co., South Bristol, Maine. She is owned by Antone Arruda, Fred Neville, Harold Ingraham and Albert Grant and will fish for Salt Sea Fish Co. of New Bedford, Mass.

Two other draggers are under construction for these owners, the Clipper, which will be a duplicate of the Wild Duck and scheduled for July launching; and the 94' Albatross which will

be identical except for three additional frames.

The Wild Duck was built from a new model, the lines of which were developed by Geerd Hendel from sketches of the builder. She is a full and deep boat for her length, having a beam of 21'6" and draft of 10'6". Her stem has a slight rake and her stern is round. Construction is exceptionally heavy, giving a gross tonnage of about 125 tons.

Frames are 4" moulded oak on 18" centers, planking is 21/4" oak, decking is 3" x 4" fir, deck beams range from 4" x 6\\(^2\)! to 6" x 10", keel is double 10" x 10" and the stern post is

18" x 18".

The deck house is sheathed with 3/4" Weldwood, and the lower house and the half bridge are of steel. The cabin companionway, which has access from the stateroom, is protected by an after shelter in which is located a toilet.

The engine room provides ample space around the engine and is sufficiently deep for the removal of pistons. It has diamond steel plate flooring. Fuel capacity is large, totaling 5900 gallons in 4 tanks, while the lubricating oil tank holds 250 gallons.

The fish hold is 11' deep and 21' long, with 25 pens and a capacity of 175,000 lbs.

The fo'c's'le is very roomy and contains 8 bunks and a well fitted galley which has a Shipmate oil-burning range. A toilet for these quarters is located in the forward part of the dog house. Four additional bunks are located in the cabin as well as one in the stateroom.

The Wild Duck is powered with a DMG-6 400 hp., 400 rpm. Enterprise Diesel which swings a 64 x 38 Columbian propeller to give the vessel a speed of 10 knots. It is fitted with a Maxim silencer and Fram filters. The auxiliary set, made by Hathaway, comprises an 8 hp. Lister-Blackstone Diesel and 5 kw. Fairbanks-Morse generator. Batteries are 115 volt Willard.

Edson furnished the deck pumps and the reduction gear, bulkhead type steerer with chain to a 38" quadrant. The vessel is schooner rigged and uses Roebling rigging and trawl wire. The hoist is a 5 hp. Hathaway Model and a Hathaway winch operates off the main engine through a Kinney clutch. Navigating instruments include Clark-Cooper fog horn, Kelvin-White compass, Bludworth direction finder and Submarine Signal Fathometer.

New Bedford Landings Increase

New Bedford fish production for the first three months of 1946 totalled 18,463,800 lbs., and showed an increase of 4,756,786 lbs. over landings for the three-month period of 1945, and a gain of 3,029,371 lbs. over 1944 landings. Haddock and cod production set new records, but yellowtail landings hit a new low.

The cod catch for the first three months of this year was 4,862,150 lbs., compared to 2,356,230 lbs. in 1945, and 1,714,442 lbs. in 1944. Haddock production in 1946 was 6,655,341 lbs., while 1945 landings were 3,927,667 lbs., and the 1944 catch was 1,525,075 lbs. Yellowtail landings amounted to 3,469,681 lbs. in 1946, as compared to 4,243,592 lbs. in 1945, and 8,165,718 lbs. in 1944.

"Trio" Hit by Steamer

The 51' scalloper Trio, skippered by Capt. Thomas Jonasen of New Bedford, suffered a damaged stem when she was struck by a large steamer off Nantucket Lightship on May 5 in the fog. Fortunately, all damage to the vessel was above the water line. and she proceeded into port under her own power. The Trio is owned by James Lauder of Freeport, Long Island, N. Y.

Shortage of Scallop Bags Eased

The shortage of scallop bags in New Bedford was eased temporarily with the procurement of three bales of material, suitable for conversion into several thousand scallop bags, early in May. Bleached goods are available for scallop bags, but if the bags are manufactured from that material, the price would have to be increased from 10c to 141/2c each.

"Nashawena" Changes Hands

The dragger Nashawena, which went ashore at Black Rock in January, and was purchased by Edward O. Sanchez from Capt. Daniel Mullins, has changed hands again. She has resumed fishing under command of Joe Barton, who is co-owner of her with Manuel Silvia and George Epstein.

Big Day's Landings

Fishing vessels landed 909,400 lbs. of fish at New Bedford on May 6, marking one of the heaviest single day's landings in several months. The principal species landed was haddock, several months. The principal species landed was haddock, which accounted for 617,000 lbs. of the total. The dragger Mandalay's catch included 400 lbs. of scup, the first of that species landed at New Bedford this season.

The largest mackerel catch of the season landed at New Bedford was brought in on April 30, when 4 seiners had 142,000 lbs. The first boat to sell mackerel at New Bedford was the Three Sisters, which sold her catch on April 25 for 5c per pound.

Change to Scalloping

The following vessels recently changed over from dragging to scalloping: Sea Ranger, Louis Thebaud, Growler, Janet & Jean, Agda, Catherine and Mary, The Friars and Mary Tapper. All of the craft were expected to be in operation by May 1.



in Big New Bedford FISH STORY CONTEST!

A yarn about the origin of Isle Royal, in Lake Superior wins first prize this month for Henry Engelhard, Bay Port, Mich.

The trout run big in Lake Superior — and having glimpsed a veritable monster, Henry's cautious Grandpa used a

length of husky rope for a line. Mr. Trout struck. But Gramp saw he couldn't hold this submarine-sized customer so he tashed his line to the stoutest old elm on shore and returned to the village for help. Doubting villagers trailed Grandpap to the site, but when they got there... the site was gone!

Ten miles off shore, however, there was the old elm tree big as life — with some ten acres of rockbound Superior shore firmly attached thereto! The big fish has long been forgotten; the villagers ate him up in just a year or two. But the chunk of land the monster hauled (now called Isle Royal) can still be seen where he left it... proving the story true!

Thank you, Henry Engelhard.
Apparently Grandpop used New Bedford rope, too!



If you haven't received your rules for the New Bedford Fish Story Contest, write for them today. It's fun! It's free! Anyone can win a prize! New Bedford Cordage Comwin a prize! New Bedford Cordage Company. 233 Broadway, New York 7, N. Y.

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National Convention

(Continued from page 25)

vation and retain its own independence without leaning too heavily on the crutch of Government aid. It may mean tough going for a few months or several years, but if you do decide to follow the course of free enterprise and initiative, you will have retained something which other industries and economic groups have sacrificed—the right to run your own business in your own way. My contact with the fishing industry for the past six years has convinced me that this independence and self-reliance is the outstanding characteristic of that industry and should be preserved, but you must work in voluntary co-operation and co-ordination if you are to withstand the stresses of the coming years. The National Fisheries Institute, to my mind, represents the most effective type of machinery to bring about this voluntary team work."

Day Discloses Need for Experts

Dr. Gabrielson then introduced the new Director of the Fish and Wildlife Service, the Honorable Albert M. Day, who, in a short speech, made the following comments:

". . . Now that we are reconverting to peacetime conditions, you will miss a golden opportunity if you do not see that fishery products continue to be an important part of the Nation's diet.

". . . The country lacks fishery experts not in quality of those now in the field but in quantity. We just don't have enough technical people available to meet the demand.

". . . I would like to see several universities start courses in fishery research and management, and I hope that funds can be found to finance such a program. I am sure the Institute can be of help. Certainly the need is upon us now."

Albin Offers Plan to Increase Sales

Harold C. Albin, Chief, Special Commodities Branch, Department of Agriculture, addressed the convention on "Fishery Products in War Time and Postwar". In commenting on possible ways to increase markets and open new fields, he said, . . .

"One of these facilities is the industrial feeding program carried on by the Department in co-operation with managers and dietitians of cafeterias and restaurants in industrial plants. The program's principal objective is to improve the worker's diet. A recent survey indicates that today industrial workers are consuming about 25,000,000 pounds of fish and shellfish annually from meals eaten at plants. This figure is expressed in round weight equivalent and includes an adjustment for fish and shell-fish consumed in lunches carried to the plant.

"By introducing more balanced menus and educating workers to a better diet, it is estimated by those in the Department who are familiar with this project that this figure can be almost doubled. In the future, assuming there will be a high level of employment and the same type of industrial feeding program is used, consumption of fishery products by these methods could be further increased to 75,000,000 pounds. Next month's issue of 'Serving Many', a publication of the Department which goes to about 8,000 plant managers, dietitians, cooks, bakers, feeding contractors, and others, will stress the importance of seafood in an industrial feeding program.

"The national school lunch program, carried on under Department sponsorship, offers similar opportunities for increasing consumption of seafood in this country. Recent changes in legislation governing use of school lunch funds will offer more opportunities to fishery products on school menus.

"Another Department program now under way is designed to acquaint the general public with the value and abundance of fish. This is an educational program being carried out with the co-operation of famine relief committees, country home demonstrators and farm agents, nutritional groups, the press and radio.

"A co-operative arrangement has also been worked out between the Fish and Wildlife Service of the U. S. Department of the Interior and the Department of Agriculture whereby field offices of the two agencies are disseminating fishery information on a local basis. The principal purpose is to keep the public informed about the supply and species of fish available in local markets."

In closing he offered the following seven point program which he believes could stimulate a wider appreciation for and use of fishery products in this country.

"1. The quality of fresh and frozen fish should be improved through a national program. Possibly the development of a system of grades or standards such as has been done in the meat industry is the answer.

"2. Servicing retail outlets would assure consumers of quality and adequate supplies of seafood at all times. Such a system would offer an incentive to retailers to handle more fish, because many of the inconveniences would be eliminated, handling cout to the retail merchant would be reduced and loss through spoilage cut to a minimum.

"3. A national survey of present market outlets for fish and present obstacles to expanding markets is needed.

"4. A national advertising program to point out the nutritive values of fishery products, with special emphasis in areas where per capita consumption is low, is all-important in any program to expand consumption.

"5. More use of pre-packaging of fishery products is recommended. Containers and wrappers should fully utilize eye and appetite appeal obtained through the use of color, recipes, and menus.

"6. Maximum use of most recent technological improvements and maximum aid in developing new and better processes. And finally, I believe,

"7. The establishment of fishery schools and suitable fishery courses at appropriate institutions should be encouraged as in the case of our agricultural schools, these could serve as training centers. In addition, these schools would be the headquarters for specialized fishery courses and for extension work to disseminate information to fishermen and shore workers on all phases of production, processing and distribution."

Barbara Anderson Outlines Consumer Attitude

Giving the results of a survey of housewives, Barbara Daly Anderson, Director, Consumer Service, *Parents Magazine*, offered some enlightening information concerning women's views on fishery products. Quoting from her speech, "Why Housewives Do Not Use More Fresh and Frozen Fish":

". . . The last and general question, 'In your opinion what can be done to make fresh or frozen fish more attractive or useful to you so that you will be inclined to serve it more frequently?' brought forth many comments and in this order of frequency of mention: Good tested recipes and menus. Fish carefully dressed. Thoroughly boned. More variety, more of favorite kinds frozen. More advertising. More attractive, cleaner displays. Less expensive. Wider distribution. Attractively packaged. Uniform size. Must be fresh when frozen. Clear labeling as to species and number of servings. Less fishy odor. More reliable cold storage. Directions for thawing frozen fish.

"To sum it up, it seems that consumers would buy more fish, fresh or frozen, if the fish could be got to them in clean, palatable form. Consumers want to see what they are buying. This can be accomplished with transparent wrappings or with attractively lithographed labels depicting the fish in its cooked state—if the fish is frozen. Since a number of consumers said they hesitated to buy fresh fish from their butcher but preferred to purchase from a fish market or store devoted to the sale of fish, giving as their reason that they didn't think fish was as fresh at meat markets, much could be done to dispel this resistance. Teach the meat and grocery market man how to handle and display fish products. Consumers associate transfer of odors, whether rightly or wrongly, to fish. If this is a practice, obviously you are the first to want to discourage it. Perhaps something can be done to induce the manufacture of relatively inexpensive storage cabinets for fresh fish until deep-freeze units more generally available. As a woman from Stevensville, Michigan, put it, 'Fish appeals to me as is and I'd serve it more often if I saw it displayed; I forget to serve it because I don't

Chapman Suggests Quality Improvement

Addressing the Convention during the luncheon program, Oscar Chapman, Under-Secretary, U. S. Department of Interior, brought out several points worthy of due consideration.

"The most obvious problem the industry has is the one of markets. Instead of competition within the industry for the market that has existed in the past, it would appear to be the sensible thing to widen the market so that it could absorb a larger production of fish and shellfish. As every member of the industry knows, the inland portions of the United States consume far

(Continued on page 38)

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BIGGER HAULS BIGGER PROFITS

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Levelometer Tank Gauges



With rugged, dependable Levelometer gauges, specially designed for rigorous service at sea, to tell you exactly how much fuel you have left, you can spend more time at the fishing grounds. More time — more fish. More fish — more profits.

The Large Model Levelometer is simple to install since all that is required within the tank is a suitable length of 34 inch pipe. When ordering specify height of tanks and kind of fuel used.

Other Liquidometer products include: Draft Gauges, Rudder Angle Indicators, and Float-Actuated Fuel and Water Level Gauges.

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1200 Ton - 350 Ton & 75 Ton Marine Railways

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RELIABLE POWER For SHRIMP BOATS

Lathrop engines provide reliable service in all sections of the shrimp industry. They have the smooth, steady power necessary for trawling, as well as the ability to get the loaded boat back to port in the shortest possible time. As in other fisheries, Lathrop engines have a reputation for standing up under the most grueling fishing conditions. They are ruggedly built and engineered exclusively for marine service. Their horsepower is conservatively rated for safe, heavy duty service.



The 47' x 14' x 4' shrimp boat *Elaine B*. owned by Bert Alfred Blume of Galveston, Texas. Powered with a direct drive 65 hp. Lathrop engine, turning a 32 x 18 propeller to give the boat a speed of 9 mph.

Lathrop engines, both gasoline and Diesel, are made in a range of sizes to meet the needs of various types of fishing. If you are considering a new power plant, write without obligation for full information on the Lathrop line.

Marine Engine Builders Exclusively for 49 Years



National Convention

(Continued from page 36)

less fish per capita than is true of the coastal sections. There has never been a determined and continuing drive to broaden this market. If the great inland states could be captured as a major market for fish, shellfish, and fishery products, many of the present bones of contention in the industry would disappear. There would be less talk of the necessity for increasing the tariff on certain imported fishery products, for instance, if this could be done.

be done.

"The theme of this meeting is 'Quality' and I know no more important or pressing subject which the commercial fishing industry might discuss. Most of the effort to expand the present market, or even to hold the market that the industry now has, will come to naught unless the quality of your products is improved wherever possible and held to a high level.

"I am told that efforts are being made by some sections of this industry to increase the tariff or obtain a quota on the importation of fillets. Normally, these imported fillets sell well in the American market—partly because of their generally high quality. My own feeling is, that the average housewife will resent efforts to keep high quality products of any kind out of this country if it means the substitution of lower quality products of domestic origin. If competition either from domestic producers or from foreign sources requires the industry to raise its standards, I say that is all to the good.

its standards, I say that is all to the good.

"We as a Nation have not gone very far toward acquiring an understanding of the forces of Nature that affect the food supply taken from our seas, lakes, and rivers. We have not taken advantage of these forces for our own good. Progress in this field is being made by fishery biologists and other scientific workers, but their progress is slow...

"My point in this is to ask the co-operation, support, and understanding of the commercial fishing industry in the scientific work of the Department of the Interior. That scientific work has a genuine bearing on the welfare of the industry.

"It seems to me that our fisheries have a particularly fertile field in the utilization of millions of pounds of waste fish and fish offal discarded every year. A great deal of research has already been devoted to by-products production. While waste products in the past have largely gone into the making of meals for animal feeding and oil for both feeding and industrial uses, there may be even more valuable uses for such products."

Sexton Cites Nutritional Values

Dr. Roy Lyman Sexton of Washington, D. C., spoke on "The Role of Fish in Everyday Nutrition", giving facts and figure about the food value of fish.

"Both during the developmental stage and later life, minerals play an extremely important part in our health and well being. During youth, they are needed for growth and during later life, they furnish energy and particularly nerve stamina and endurance... One need not rely on fish as his entire source of mineral intake, but compared with other proteins, with the exception of milk, there can be no better source of mineral intake in the daily diet than fish.

". . . Very roughly speaking, then, our public has consumed less than 10 percent of the meat intake in the form of fish. I am thoroughly convinced that this ratio should be higher in the interest of better health, happiness, and body efficiency. Fish, as you well know, is economically cheaper per dressed pound than the average of meat and this is another reason why the amount of average per person should be increased."

The Doctor cited oysters, shrimp, red snapper and mackerd as leading protein foods while shad, cod, croaker, and silver salmon stood almost equally as high in growth-promoting tests. Stating figures he said that fish average twice as much calcium as meat and slightly more phosphorus.

During the afternoon session of April 26, entitled "Let's Face the Facts", the following addresses were delivered: "Effect of Trade Agreements on the Fishing Industry", William E. Flory, U. S. Department of State; "U. S. Good Neighbor Policy Endangers American Fishing Industry", R. M. Meehan, Washington, D. C.; "Importance of Sanitation in the Industry", Dr. L. A. Sandholzer, Fish and Wildlife Service; "Food and Drug Administration and the Fishing Industry", prepared by the late Dr. A. C. Hunter, Food and Drug Administration, Washington, D. C., and delivered by Malcom Stevenson.

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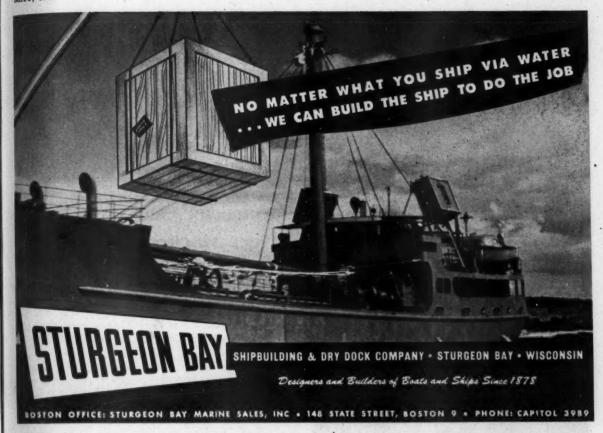
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Connecticut Boats Being Overhauled

Several Stonington fishing boats are being overhauled and painted in preparation for the Spring and Summer season. At the Palmer Boat Yard, the Lucky, owned and skippered by John Rita, and the Pvt. Frank Kessler, owned by John B. Bindloss, and captained by Sigurd Slettin, are on the ways. The S. M. Murtosa, skippered by Joseph Rezendez, is tied to the dock at the yard, where work is being done on her.

Two boats from Block Island, the 30' Ruth and Eva, owned by Capt. Milliken, and the 33' Alsa, skippered by Capt. Steadman, were repaired at the Thomas yard during the latter part of April.

Docks Completed

Work on the 250' dock owned by Edward Perry of Stonington has now been completed. However, construction is still underway on his freezing plant, which is expected to be in operation by the middle of June.

The dock which was under construction for Manuel Amancio also has been completed. Mr. Amancio plans to use the dock for his lobster boat.

Two Boats to Be Launched

Two boats which had their keels laid at the Stonington Boat Works in January were expected to be launched soon. They are a 59-footer for Jules Avila of New Bedford, Mass., and a 49-footer for Clarence Vanderhoop of Oak Bluffs, Mass.

"Portugal" Changes Hands

The 55' Stonington dragger Portugal, which ties up at the Bindloss Dock, has been purchased by Manuel Lima from Alfred Robello.

John R. Sullivan Dies

John Robert Sullivan, 41, for many years a fisherman with the Stonington fleet, died on April 25. Sullivan was a member of the crew of the Five Sisters.

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the world's best anchor ... now better than ever!



HUNDREDS of tests indicate that it is conservative to use new Mark IVs in half the weight of Mark II cast anchors. For example, a 5 lb. Mark IV in constant service for many months aboard a 40 ft. sloop held in all types of bottom, including soft mud 6 ft. deep in measured 25 mile winds. A 17 lb. Mark IV would furnish safe holding power for a boat of this size in poor holding ground.

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Write for folder—
"How to Test Holding
Power of Any Anchor,
with your own boat."



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Is guaranteed in each and every MICHIGAN Propeller produced — a guarantee made possible only by the unerring accuracy of our exclusive "MACHINED-PITCH" process. That's why, when you buy a MICHIGAN, you can absolutely bank on the smoothest kind of operation. And in addition you get the longer lasting qualities of MICHALLOY, the corrosion-resisting special alloy, and design backed by 40 years of propeller specialization. Inboard models now made in diameters up to 44". Outboard line is the most complete in existence. Write for new catalog.

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W. B. "Bill" Everett, former Lieutenant Commander in the Office of Inspector of Naval Material, who has been appointed Sales Engineer of Enterprise Engine & Foundry Co. A graduate in physics from California Institute of Technology, Everett also holds a master's degree in mechanical engineering and is active in the American Society of Mechanical Engineers, Society of Automotive Engineers and American Statistical Society.



Gloucester Gets First Direct Mackerel Trip

Gloucester received its first direct seining trip of the season on April 24, when the *Uncle John*, Capt. John Sinagra, landed 55,000 lbs. of mackerel at Gorton-Pew Fisheries Co. The trip was one of the earliest ever landed at Gloucester. Last year's first seining trip arrived on May 29.

first seining trip arrived on May 29.

The first mackerel trip to be brought into Boston this season was landed on April 25, when the Santo Antonino brought in 80,000 lbs. The first mackerel trip at Boston in 1945 was brought

in on May 8.

Five seiners landed 207,000 lbs. of mackerel at Boston and New Bedford on May 1, bringing the total for the 39-day season to 4,115,000 lbs. The fish were landed in 121 trips by 32 Gloucester seiners at 8 ports, and total value to the fishermen was approximately \$250,000.

The amount of fish and number of trips taken by each port is as follows: Cape May, N. J., 2,247,000 lbs., 77 trips; Gloucester, 792,000 lbs., 12 trips; New Bedford, 372,000 lbs., 10 trips; Portsmouth, Va., 245,000 lbs., 10 trips; New York, 174,000 lbs., 6 trips; Boston, 165,000 lbs., 3 trips; Newport, R. I., 80,000 lbs., 2 trips; Atlantic City, N. J., 40,000 lbs., 1 trip.

In order to avoid a further decline in price, mackerel fishermen met at Gloucester on April 27, and voted for a layover period of 24 hours between trips at Gloucester and Boston, and a layover of 36 hours at New Bedford, Newport, R. I. and New York.

At another meeting at Cape May, N. J., on April 25, it was decided to limit trips to 45,000 lbs., with a leeway of 5,000 lbs. In no case is a trip to go above 50,000 lbs., and the layover period between trips at Cape May is 48 hours.

To Gill Groundfish

The Gloucester branch of the Atlantic Fishermen's Union recently voted to gill all groundfish landed after May 1, and to place a minimum length of 8" on redfish. The Union also voted to increase the cod quota from 3,000 lbs. per man to 6,000 lbs.

At another meeting of the Union on April 24, it was voted to limit catches of whiting draggers to 15,000 lbs. per trip. Only two trips will be allowed per week, and fishermen were advised that whiting must be thoroughly cleaned and in the best of condition. A 3,000-pound leeway is permitted on each trip.

Several Changes in Fleet

The dragger Mocking Bird of Hampton, Va., landed her first trip since being released from the Navy at Gloucester on April 27. The vessel, which is skippered by Capt. Lewis Burroughs, landed 40,000 lbs. at Progressive Fish Co. She is the former Gloucester dragger Rio Douro, and will fish out of Gloucester regularly.

The Carol Mae has been sold by Ralph Nelson of Rockport to Frank Morrissey of Lanesville. The name of the Alice and Mildred has been changed to Freddie and Matthew.

Capt. Joaquin Canas has purchased the Mellena 11 from Florida owners and is operating her out of Gloucester.

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A Complete Marine Engine Line

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CATERPILLAR DIESEL — UNIVERSAL GASOLINE

We are now in a position to meet the power needs of large and small fishing boats, with both Diesel and gasoline engines.

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SOUTHWORTH MACHINE COMPANY

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PORTLAND, ME. CATERPILLAR DIESEL MARINE

The Jean and Patricia, skippered by Capt. Stanley Baker, landed her first trip of 50,000 lbs. of mackerel at Gorton-Pew Fisheries on May 3. The vessel, which is now owned by Capt. Lemuel R. Firth, is the former yacht Taormina, owned by Capt. William McCoy of Florida.

"Gertrude DeCosta" Halibuting

The Gertrude DeCosta, skippered by Capt. Byron Lee Parsons, left Gloucester the middle of April to go halibuting. The craft is the first to fish for halibut out of Gloucester in several years, and will go dory fishing.

Several Big Trips Landed

Among good trips landed at Gloucester recently were the following: Edith & Lilian, Capt. Frank Rose, 166,000 lbs.; Gov. Al Smith, Capt. Chris Cecilio, 109,000 lbs.; M. C. Ballard, 120,000 lbs.; Florence & Lee, Capt. Cecil Moulton, 220,000 lbs.; Columbia, Capt. Bert Hemeon, 205,000 lbs.; St. Peter II, Capt. Bennie Favazza, 160,000 lbs.; Curlew, Capt. Robert Fralio, 187,000 lbs.; Manuel P. Domingos, Capt. Fernando Pereira, 115,000 lbs.; Golden Eagle, 135,000 lbs.; Catherine Amirault, Capt. Bradford Amirault, 135,000 lbs.; and Emily Brown, Capt. Frank Brown, 205,000 lbs.

The Salvatore, Capt. Salvatore Nicastro, landed a quick trip on May 1, when she brought in 100,000 lbs. after being out 4 days. She gross stocked an estimated \$6500.

Three Boats Repowered

The dragger Mary, owned by Capt. Domenico Spinola, and the Emily C., owned by Capt. Walter Parsons, have been repowered with D13,000, 115 hp. Caterpillar Diesels. The Agnes & Myrnie owned by Axes Weiderman, and recently changed over from sill netting to dragging, has been equipped with a new D17000, 135 hp. Caterpillar Diesel and 750 watt generator. All engines are fitted with 2:1 Twin Disc MG200 reduction gears, and were sold by Perkins-Eaton Machinery Co.



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Iceless Pack Developed For Air Shipments

By Selma Wineman, Haviland F. Reves

SHIPPING fish by air comes as an answer to the need for greater speed to preserve freshness and flavor and to make possible a more widespread use of sea foods, but it also poses its own problems. Chief among these is the matter of weight. The traditional method of shipping fish calls for a wooden box packed with ice, or a packaging weight of about 75 pounds for each 100 pounds of fish. There is another problem as well. The box method allows a melting of ice which makes possible damage to other cargo as well as the spread of fish odors to other parts of the plane. Such odors tend to cling for some time leaving the plane at a disadvantage for future use.

The answer to both these problems has been found by Dr. Spencer A. Larsen, Director Air Cargo Research Division, Wayne University, Detroit, Michigan, after three years of research in air cargo perishables. As a result of study under Dr. Larsen's direction, a light weight, iceless method called Insulpak has been developed which is moistureproof and involves only 10 pounds of packaging material per 100 weight of fish.

The cost involved in the new method is only 11/4 cents on a pound and the bother and labor of re-icing at intervals is eliminated. This compares favorably with the cost of 11/2 cents per pound of shipping under current methods.

Research on the problem is sponsored by United Air Lines, Pan American World Airways, A & P Food Stores, Goodyear Tire and Rubber Co., and Hinde & Dauch Paper Co. with the cooperation of United States Fish and Wildlife Service. Insulpak will keep fish in top quality for a week or more including an unrefrigerated period of 15 to 20 hours during actual transportation.

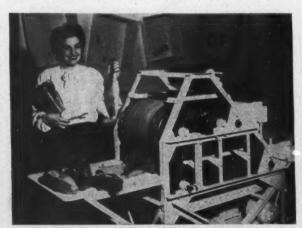
The Insulpak consists of an inner wrapping of pliofilm and two cardboard boxes with Hinde & Dauch "Thermocraft" insulation between them. It has been developed in capacities of 40 and 60 pounds so that each unit can be handled by one man.

Pliofilm, obtained through Goodyear Co., was chosen not only because it is inexpensive, moistureproof, and light in weight, but also because its plastic qualities make for a snug wrap and a quick moisture-proof seal. It does not crack at the low temperatures required, and is strong enough to bear the weight of the fish without tearing.

The fish may be individually wrapped in the pliofilm or a single large sheet of the material may be used as an inner lining for the whole group of fish shipped in a single box. In either case the pliofilm is electrically best sealed

case the pliofilm is electrically heat sealed.

The best method, Dr. Larsen believes, is to wrap large fish, already scaled and eviscerated, individually and to pack small fish in groups of four or five fillets. This saves shipping weight



A new type packaging machine capable of high speed wrapping of individual fish in transparent, moisture-proof pliofilm is a development of the Goodyear Tire & Rubber Co.



Fish packed and ready to have the pliofilm heat-sealed.

and the food can be sold direct to the consumer in this form, ready wrapped to prevent disagreeable moisture and yet clearly visible for inspection as to freshness. Machines have been developed to package the fish automatically with the film molded to the shape of the fish and with air squeezed out.

to the shape of the fish and with air squeezed out.

Dr. Larsen lists several essentials in the use of this pack. First the fish must be really fresh, that is, not out of the water more than a day or two. Then the fish and carton must be pre-cooled to 33 or 34 degrees F. During packing, care must be taken that the cartons are not damaged by moisture. If they are, the water not only will lower the strength of the box, but also will affect the insulation.

With an outside temperature of 75 degrees F., fish must reach their destination within a 24-hour period if they are to become heated not over the advisable 45 degrees. Whereas fish ordinarily will rise in temperature an average of 1.2 degrees per hour when left in a temperature of 75 degrees F., when properly packed will rise only ½ degree per hour.

packed will rise only ½ degree per hour.

At the receiving end the shipment should be placed immediately in a temperature of 33 to 34 degrees F. and kept at this level until finally purchased by the consumer.

The new pack has been tested carefully by laboratory methods and under actual shipping conditions and in both cases he held up satisfactorily. The test of commercial shipments is being made now by a number of brokers and air carriers.

Testing has been in terms of the ultimate consumer. Deliveries received by A & P Food Stores, Detroit Athletic Club, and Book-Cadillac Hotel in Detroit have been found in top condition even five and six days after receipt. The only failure under actual commercial type transportation have been traced to a disregard of the packing instructions. On these rare accasions it was found that the Insulpak cartons had not been kept dry, were not kept right side up, or were not packed solidly to completely fill the box.

Dr. Larsen also believes that the new pack will be found

Dr. Larsen also believes that the new pack will be found advantageous in ordinary shipping if time and refrigeration conditions are right.

Full development of the commercial use of the iceless pack can give great impetus to the extension of the use of fish throughout the country. Air transport can extend to the mid and far western states the sea-food delicacies of the coastal area at the height of their freshness and flavor.

Much will depend on the retail handling of the air-shipped product. "The great need is for reputable retailers who will sell the fish only if they are fresh and that means within five or six days after they are caught," Dr. Larsen emphasizes. He points out that the product must be kept under refrigeration at all times except during the actual process of shipping by it.

In turn, the pliofilm-wrapped fish offer definite advantage to retailers. They will be able to discontinue the annoyance of ice at their sea-food counters. With the pliofilm wrap, dry refrigeration can be used to advantage. In addition, fish in the form are more acceptable to the housewife who can feel the for firmness without removing her white gloves. She also can take them home without concern over leakage and fish odor in the shopping bag.

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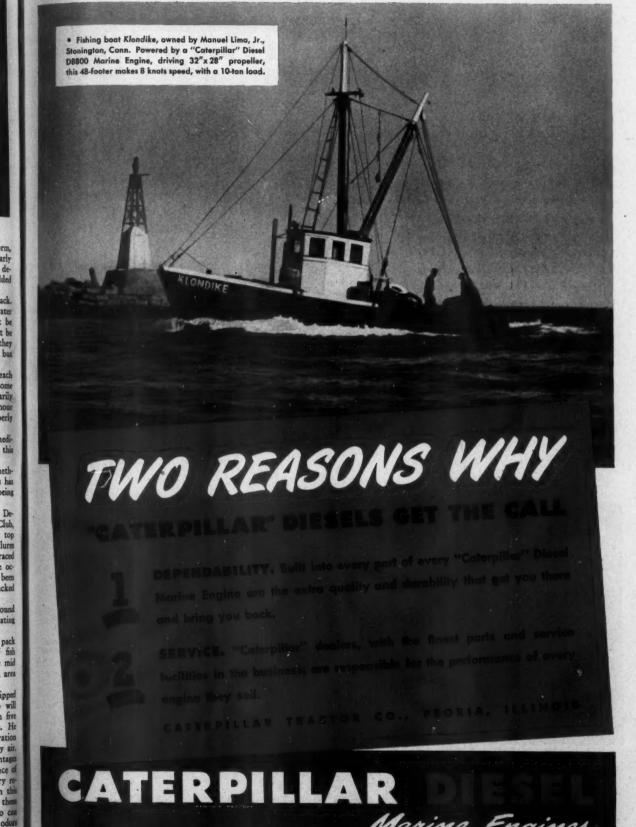
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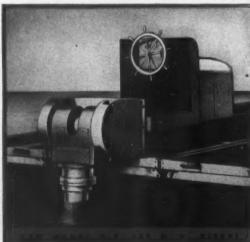


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Virginia Sets Maximum Rockfish Weight

The last session of the Virginia General Assembly passed a bill which makes it unlawful to take rockfish weighing over 25 lbs., empowers the Commission of Fisheries to revoke any license issued by it for violation of the seafood laws, and for bids the catching of catfish under 9" in length. However, any person whose license is revoked by the Commission is allowed to appeal the decision to the circuit court.

A number of measures designed to limit the taking of rockfish were sponsored by sport fishermen. One of these would have made it unlawful to catch rockfish under 15" in length, while another provided for a closed season from March until June. However, representatives from the areas having large commercial fishing interests succeeded in defeating all but the maximum weight provision.

Seafood Production Shows Increase

Production of seafood in the Hampton Roads area for the week ending April 19 showed a marked increase over the previous week, according to the Fish & Wildlife Service. Landings totalled 673,400 lbs., against 353,600 lbs. the previous week. Porgy accounted for 402,000 lbs. of the catch, while mackerel landings were 137,900 lbs. The remainder of the catch was divided among 10 other species.

Production of fresh, shucked oysters was 19,049 gallons, against 16,619 gallons, while fresh, picked crab meat production totalled 22,281 lbs., compared to 23,810 lbs.

Commission Awards Oyster Ground

The application of T. D. McGinnis for 3,000 acres of oyster ground near Wind Mill Point, Chesapeake Bay, was approved at a meeting of the Virginia Fisheries Commission, held at Newport News on April 23. The Commission also awarded certain oyster ground in Little Tasmaker Creek to Otis Douglas of Reedville.

Peeler Crabs Appearing

Peeler crabs are now being caught in the creeks from Cape Charles to the Virginia-Maryland line. Capt. John Parks, of Tangier, recently caught 2,200 peelers in Onancock Creek, which he sold for 3c apiece. A big run of crabs was expected in Tangier the first week of May.

Making Fair Croaker Catches

Shad and herring were scarce in Pocomoke and Tangier Sounds during April, but most fishermen made fair catches of croakers. Capt. Will Parks, who is fishing one pound in Tangier Sound some two miles southeast of Tangier Island, is catching at many as 200 boxes a day. He is selling them for from \$6 to \$10 a box.

Oyster Planting in Crab Pounds

Crab packers have discovered that oysters will grow and fatten on the grassy bottoms of their crab pounds, and already some of them are buying seed oysters to plant. One Tangier packer, Weldon Crockett, plans to buy 175 bushels of seed oysters to plant in his pound. It is expected that these seed oysters will produce a thousand bushels or more in two or three years.

Norfolk Area Landings

Landings in the Norfolk area for the month of April amounted to 2,702,000 lbs., in comparison with 3,166,000 lbs., in the previous month and 2,660,000 lbs. in April of last year. Of the total production, 2,074,000 lbs. were landed by draggers, while 628,000 lbs. came from pound nets.

Major species landed were scup, which showed a total of 1,306,000 lbs.; croakers, 462,000 lbs.; mackerel, 368,000 lbs.; and sea herring, 138,000 lbs. Landings were on 22 days of the month.

Paxton Appointed G. M. Distributor

Paxton Co., 64 Commercial Place, Norfolk, Virginia, has been appointed as General Motors, Detroit Division, marine engine



The 52' x 15' "Nellie R" owned by G. T. Elliott, Inc., Hampton, Va. Powered by a D8800 Caterpillar engine, she is used to dredge crabs and oysters and to plant seed oysters.

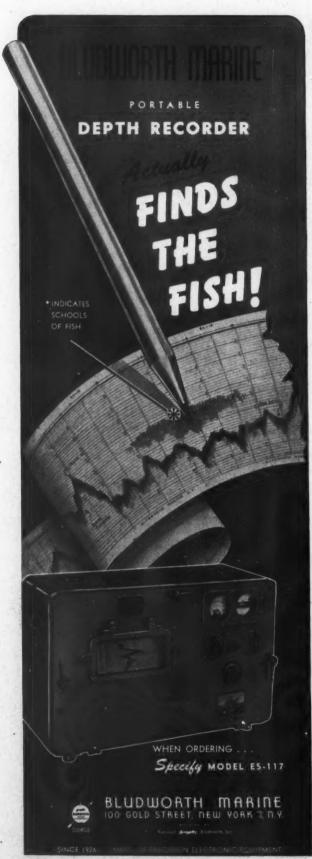
distributors for the State of Virginia; Wicomico, Worcester, and Somerset counties of Maryland; and Currituck, Camden, Pasquotank, Perquimans, and Chowan counties of North Carolina.

They are now in a position to supply and service propulsion and generating marine engine requirements from 8 through 141 hp. in the Universal gasoline line, and from 55 to 800 hp. in G. M. Diesels.

Gloucester Landings - April

(Hailing fares. Figure after name indicates number of trips.)

Alden (1)	75,000	Lucretia (4) Manuel P. Domingos (2) Margie and Roy (2) Margie and Roy (2) Margie and Roy (3) Margie and Roy (3) Margie and Roy (3) Margie and Roy (3) Margie and Roy (1) Margie and Roy (1) Mary M. (1) Mary Curtis (1) Mary M. (1) Mary Rose (1) Mary M. (1) Mary Rose (1) Mary M. (1) Mary Rose (1) Margie (1) Margie (2) Mocking Bird (1) Nancy F. (2) Naomi Bruce II (9) Natale III (1) No More (9) North Sea (1) Nyoda (3) Old Glory (2) Olivia Brown (1) Olympia LaRosa (2) Paolina (1) Philip & Grace (2) Phyllis & Mary (2) Pilgrim (2) Pollyanna (1) Princess (3) Puritan (1) Rainbow (2) Pilgrim (2) Pollyanna (1) Rainbow (2) Rosemarie (2) Rossie and Gracie (1) Sacred Heart (1) St. Anthony (1) St. Christopher (3) St. Joseph (2) St. Peter II (2) St. Providenza (5) St. Teresa (1) St. Victoria (2) Salvatore (2) Santa Maria (1) Sepatiana & Figli (3) Sebattiana & Figli (3) Sebattiana C. (1) Serafina N. (1) Serafina N. (1) Serafina B. (1) Strina B. (1) Trimembral (4) Two Pals (2) Uncle John (1) V-E Day (1) Wanderer (1) We Three (1)	26,500
Alicia (2)	33,000	Manuel P. Domingos (2)	185,000
Alpar (1)	52,000	Margie and Roy (2)	10,000
America (2)	105,000	Marietta and Mary (3)	104,000
American Eagle (2)	82,000	Marion & Alice (1)	120,000
Anna Guarino (1)	6,000	Marsala (2)	29,000
Annie II (3)	10,200	Mary (5)	35,000
Antoniña (3)	115,000	Mary Curtis (1)	127,000
Ariel (1)	3,800	Mary M. (1)	40,000
Austin W. (1)	47,000	Mary Rose (1)	150,000
Automatic (1)	2,000	Mary W. (1)	75,000
Ave Maria (2)	188,000	Mayflower (1)	38,000
Avocet (1)	3,000	M. C. Ballard (2)	268,000
Babe Sears (2)	106,000	Mocking Bird (1)	40,000
Baby Rose (2)	230,000	Nancy F. (2)	100,000
Barbara C. (3)	8,000	Naomi Bruce (21)	48,500
B. Estelle Burke (3)	121,000	Naomi Bruce II (9)	31,500
Bethulia (1)	75,000	Natale III (1)	67,000
Bonaventure (2)	150,00C	No More (9)	42,000
California (1)	80,000	North Sea (1)	5,000
Carlo & Vince (1)	75,000	Nyoda (3)	77,000
Carmela Maria (2)	30,000	Old Glory (2)	120,000
Catherine (23)	76,200	Olivia Brown (1)	50,000
Catherine Amirault (1)	120,000	Olympia LaRosa (2)	60,000
Catherine B. (2)	57,000	Paolina (1)	5,000
Chebeague (2)	41,000	Philip & Grace (2)	275,000
Cigar Joe (2)	201,000	Phyllis A. (20)	37,300
Columbia (2)	380,000	Phyllis & Mary (2)	90,000
Curlew (2)	312,000	Pilgrim (2)	350,000
Dartmouth (2)	250,000	Pollyanna (1)	90,000
Donald & Johnnie (1)	20,000	Princess (3)	50,000
Doris F. Amero (2)	135,000	Puritan (1)	110,000
Edith & Lilian (2)	290,000	Rainbow (2)	215,500
Edna Fae (25)	66,000	R. Eugene Ashley (1)	75,000
Eliza C. Riggs (3)	11,000	Rita B. (2)	197,000
Emily Brown (2)	380,000	Rosemarie (2)	65,000
Emily C. (3)	12,000	Rosie and Gracie (1)	75,000
Emma Marie (1)	41,000	Sacred Heart (1)	80,000
Eugene H. (1)	97,000	St. Anthony (1)	125,000
Eva M. Martin (2)	7,500	St. Christopher (3)	370,000
Evelina M. Goulart (2)	137,000	St. Joseph (2)	98,000
Evelyn G. Sears (2)	89,000	St. Peter (1)	9,000
Falcon (4)	29,000	St. Peter II (2)	310,000
Florence & Lee (2)	320,000	St. Providenza (5)	21,500
Frances R. (1)	30,000	St. Teresa (1)	30,000
Gaetano S. (1)	100,000	St. Victoria (2)	190,000
G. N. Softron (2)	155,000	Salvatore (2)	190,000
Golden Eagle (1)	135,000	Santa Maria (1)	50,000
Gov. Al Smith (1)	109,000	Sea Hawk (1)	55,000
Hilda (2)	7,000	Sebastiana & Figli (3)	20,000
Holy Family (2)	180,000	Sebastiana C. (1) Serafina N. (1) Serafina II (1) Skilligolee (2) Squantum (1) Superior (2)	80,000
Huntington Sanford (1)	4,000	Seranna N. (1)	70,000
Irma Virginia (4)	24,500	Seranna II (1)	60,000
J. B. Jr. (1)	40,000	Skilligolee (2)	118,500
Jennie & Lucia (2)	85,00C	Squantum (1)	25,000
Joffre (2)	228,000	Superior (2)	134,000
Joseph & Lucia (2)	180,000	Theresa M. Boudreau (2)	331,000
Josephine P. II (2)	55,000	Thos. J. Carroll (2)	260,000
Joseph S. Mattos (1)	55,000	Tina B. (1)	44,000
Josie II (4)	22,500	I rimembral (4)	28,000
Killarney (2)	200,000	I WO Pals (2)	12,500
Lera G. (1)	18,000	Uncie John (1)	50,000
Leretha (1)	120,000	V-E Day (1)	115,000
Little Nancy (2)	88,000	Wanderer (1)	40,000
Lou Sam (1)	5,000	We Three (1)	7,000



New Brunswick to Set More Lobster Gear

By C. A. Dixon

It is expected that more lobster gear than usual will be set in Southern New Brunswick waters this year, and every available boat has been placed into service for the six-week season. Lobstering opened on May 1, with fishermen anticipating a banner season and high prices.

A move to have the number of traps per boat limited to 250 at Grand Manan failed to bring about any change in existing regulations. During some years 40,000 traps or more are set in Grand Manan waters, chiefly those of Long Pond Bay.

High Prices for Herring Scales

During the month of March, Southern New Brunswick fishermen received an average price of 66c per pound for herring scales, and 24,305 lbs., valued at \$16,003 were sold. During the first week or two of April the price of herring scales was as high as \$3.75 per pound.

high as \$3.75 per pound.

Owing to the increasing importance of the industry, new methods are being devised for procuring more scales from the fish. A new type of boat, known as a "scale scow", is being built. The boats are double-ended, having a carrying capacity of 5 to 7 hogsheads, and are fitted with slatted floors through which the scales drop. A large number of the scows have been ordered by the owners of pearl essence manufacturing plants at Eastport, and Lubec. Me.

at Eastport and Lubec, Me.

The scale boats will be placed at the various weirs for the use of weir owners, who up until this year have given the scales away in return for labor performed while fish were being handled. Now, with the price of herring scales so high that they bring more than the sardines, weir owners save the scale themselves.

However, some scalers have made a new understanding with the weir owners, which will permit them to retain one quarter of the scale money earned at the weir they tend on share. Others are negotiating for a percentage of the scale money for the entire season in return for handling the fish caught.

Fishermen's Cooperative Elects Officers

The Grand Harbor Fishermen's Cooperative Association discussed plans for further expansion, and elected officers for the ensuing year, at a recent meeting at Grand Manan. Myros Tate was re-elected as president, Blair Green was chosen a manager and secretary-treasurer, and Douglas Wooster and Gleason Green were elected additional members of the Board of Directors.

Alewives First in Value

Production of alewives in Southern New Brunswick for the month of March amounted to 4,992 cwts., valued at \$12,305. All of the fish were caught in St. John Harbor.

Total landings of all species amounted to 49,678 cwts., valued at \$93,757, hitting a new low due to the near failure of sarding fishing.

New Boats for Fish Freighting

The A. F. Theriault shipyard, of Nova Scotia, recently completed the 56' x 14' Melvin G. for Capt. Ralph Green of Grand Harbor, Grand Manan. The craft is powered with a heavy duty marine motor, and will be used for freighting of herriss.

The Geo. Richardson & Son boatshop, Richardson, Der Island, has finished the 62' x 16' x 6' Trade Wind II for Capt. Leslie McLaughlin of Seal Cove. The vessel is powered with a 93 hp. Gray engine, and will be used in the boating of herring and fish products.

Corbett Purchases Boat

Hubert Corbett, of Cummings Cove, N. B., who is a discharged United States Army serviceman, has resumed his work as a fisherman. He recently purchased a boat for lobstering and general fishing from Vernon Rogerson of Leonardville.

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Doris
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Elsie B
Felicia
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Jackie
John C
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Magella

Friend Gloria

Sim

The 4225 bold nected total Dri pump

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HATHAWAY'S



AMERICAN BOSCH

Complete Nozzle Service

Mail - BOX 71 FAIRHAVEN, MASS.

Tel. NEW BEDFORD 57891

New York Landings—April

(Hailing fares. Figure after name indicates number of trips.)

Amelia (2)	153,000	Marjorie (1)	5,000
Buzz & Billy (2)	41,000	Martha E. Murley (3)	45,000
Catherine C. (2)	112,000	Mary A. Edwards (1)	17,000
Columbia (1)	17,000	Mary Anne (2)	160,000
Doris Gertrude (3)	76,000	Noreen (2)	182,000
Edith L. Boudreau (2)	78,600	Norseman (3)	72,000
Elsie M. Jeffries (1)	30,000	Olive M. Williams (1)	13,600
Felicia (2)	112,000	Olivia Brown (1)	52,000
Florence B. (2)	100,000	Rosalie F. (2)	56,000
Gloucester (1)	34,000	Rosemarie V. (1)	3,000
lda & Joseph (1)	60,000	S #31 (3)	96,000
Jackie B. (1)	15,000	Tina B. (1)	54,200
John G. Murley (1)	101,000	Viking (4)	93,800
Katie D. (2)	177,000	Virginia (3)	333,000
Lady of Good Voyage (1)	47,200	Whaling City (3)	147,000
Magellan (1)	59,000	Yankee (1) *	35,000

Scallop Draggers (Landings in Gallons)

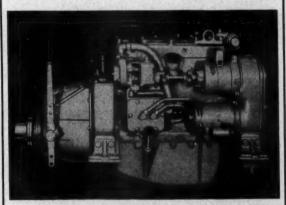
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Friendship (1) 750 Mary (1) 55 Gleria F. (1) 650 William Landry (1) 45	Friendship (1) Gloria F. (1)	7	50 Mary	(1)	576 450

Simer Utility Power Pump

The Simer Paddle Pump, manufactured by Jerome Simer Co., 4225 Stinson Blvd., Minneapolis 13, Minn., is small enough to hold in one hand, yet it operates up to 1750 rpm. (direct connected) and can be used at pressures up to 30 lbs. with a 70' total head including a 20' suction.

Driving off the engine belt pulley, it may be installed for pumping fuel and lubricating oil as well as a second pump for cooling the engine or for bailing out bilge. For washing down the decks, fishermen attach an ordinary hose to this portable pump.

One of the main features of this pump is a main casting of bronze with high-lead bronze for end-plate bearings. A double squeegee rotary seal protects each bearing from pump teakage, eliminates the need of a stuffing box and reduces friction. The only moving part is the "rock rubber" impeller which it far more resistant to abrasives and wear than natural rubber, metal or leather.



Engines for Fishing Vessels Large and Small

Send for your copy of this free catalog. Covers gasoline engines 10-175 h.p., reduction gear ratios to 5:1, and power take-off. Many new features illustrated.

GRAY MARINE MOTOR COMPANY 646 Canton Ave., Detroit 7, Michigan



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12 years ahead of the field with WELDED STEEL ENGINE CONSTRUCTION

Yes, it's a fact... welded steel bases and frames have been "standard equipment" on Lorimer Diesels for 12 years... at no premium in cost. Owners and operators of Lorimer Diesels have thus been getting these "plus" advantages:

- Mere heavy-duty power in the same space... because welded steel construction provides rugged strength with far less bulk and weight than cast iron.
- Shock-proof construction ... welded steel bases will not crack or shatter under impact.
- Maximum strength with minimum weight ... all the advantages of heavy-duty, slow-speed Diesel engine design plus minimum bulk and weight.

Get the facts about heavy-duty Lorimer marine Diesels before you power or repower your boat... write now for literature and complete information on Lorimer Marine Diesels, from 20 to 200 h.p.

LORIMER DIESEL SALES CO.



16th and Wood Streets
OAKLAND 7, CALIFORNIA



The "Jeep", owned by John Troyan of Aqueboque, Long Island, N. Y. is used for seining and dragging. She is powered by a Z.R. 30 Palmer gasoline engine turning a 21 x 20 Columbian propeller.

Long Island Weakfish Season Underway

Weakfish made their first appearance in the Peconic Bay late in April, and the fishing season in Greenport and vicinity was expected to be in full swing soon. The first catch was made on April 30 by Milton Jester, who caught 5 weaks in his traps near Paradise Point.

Flounder fishing in the Bay has improved recently, and draggers are bringing in hauls of whiting, dabs and codfish. The pound nets off Fire Island are catching shad, whiting, codfish and herring.

To Dock at Former Navy Pier

Commercial fishermen will have access to the former Navy Pier at the north end of Star Island, Montauk, as the result of an agreement recently made by the Town Board and the Montauk Beach Co. Permission has been granted fishermen to use the private road across the Island until such time as the Federal Government constructs the proposed \$105,000 boat basin at the northwest end of the Island.

A portion of the existing pier will be removed, but approximately 350' will be available for docking. With the closing of the old yacht club pier, fishermen have been hard pressed for suitable docking space.

Out-of-State Boats Prohibited

Governor Dewey recently signed a bill which prohibits outof-state boats from fishing or trawling in Gardiner's Bay. The measure was sponsored by the Long Island Fishermen's Association.

Babylon to Dredge Creeks

The Amityville River is scheduled for dredging sometime after June 1, in accordance with a contract recently awarded by the Babylon Town Board. Also to be dredged are the East For Creek, Lindenhurst, and Great Neck Creek, all of Babylon.

Hanff's Shipyard Active

Hanff's Shipyard, Sterling Basin, Greenport, overhauled sereral fishing boats recently for the Spring season, including the following: Audrey, owned by Brooks Brothers of Orient; Victory, Harry Adams, Orient; Patsy B., Myron Brown, East Marion; Jerry, Alec Laurino, Greenport; and the fishing boat owned by Adams and Bennett of East Marion.

"Parade" Features Fulton Market

The April 21 issue of Parade featured a 4-page spread on Fulton Fish Market entitled "Fish Market for a Nation". The article, which was prepared in cooperation with the Fisher Council, stated that Fulton Market is the largest fish market in America, and one of the world's greatest distributing points for seafood. A list of some of the species which arrive at the

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S-N Heavy Duty Reverse & Reduction Gears

Built for heavy duty service, S-N Gears meet all demands of heavy duty, high speed diesels up to 600 H.P. S-N Gears have proved themselves in exacting Government service. They are widely used on the outstanding diesels of American manufacture.

SN Gears transmit full speed and power in reverse, with 100% overload capacity clutches designed for the engine with which it is used. low center of gravity is obtained by rotating the reduction gears about the center line of the crankshaft. Efficient performance is assured by self-lubricated bearings, herring-bone design, and elimlation of heat when disengaged clutch surfaces pass at low speeds.

S-N Reverse and Reduction Gears are available in direct drive or reduction drive. The ratio may be quickly and easily changed.

Freight boat "Tahoe" at right — 65' by 15'-6, speed 12 knots — 5-N Gears on high speed diesel.

Send for your 1946
"Rules of the Road"

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THE SNOW-NABSTEDT GEAR CORP.

Manufacturers of S-N and JOES Famous Gears

BOX 1753, NEW HAVEN, CONN. PLANT AT 251 WELTON STREET, HAMDEN, CONN.



Market, and the areas from which they are shipped, was incorporated in the story.

Kessler Returns to Fishery Council

A. E. Kessler has returned to the Fishery Council as executive manager after 4 years in the Anti-aircraft Artillery of the United States Army, two years of which were spent in the China-Burma-India theatre. Kessler held the rank of Captain.

Lynch Joins Rich-Diener

Howard Lynch, former head of the OPA Fish Section, joined the Rich-Diener Co., New York City, on May 1 to establish and head a complete canned and quick-frozen fish department.

Portland Landings—April

(Hailing fares. Figure after name indicates number of trips.)

famous auton y sport		manie materies manner or	carpany
Alice M. Doughty II (2)	59,000	Mary & Helen (3)	9,000
Andarte (2)	133,000	Nautilus (3)	192,000
Annie Louise (7)	25,000	Nora D. Sawyer (2)	8,000
Carolyn & Priscilla (1)	51,000	Notre Dame (4)	125,000
Derothy & Ethel II (2)	82,000	Onward (1)	8,000
Dorothy & Ethel III (3)	120,000	Onward III (2)	22,000
Elinor & Jean (3)	89,000	Richard J. Nunan (2)	30,000
Evzone (2)	131,000	Vagabond (3)	155,000
Fannie Belle (3)	52,000	Villanova (2)	71,000
Fordham (1)	25,000	Willard Daggett (1)	22,000
Horner (3)	53,000		

Buda Issues New Engine Catalog

The Buda Co., Harvey, Ill., recently published a 12-page catalog featuring its new line of "One-Sixty-One" Series Diesel entimes for Automotive, Industrial, and Marine service. Illustrations show 1, 2, 3, 4, 6, and 8-cylinder models, ranging from 15 to 300 hp. The heavy-duty six and eight cylinder Diesels are smallable in both standard and supercharged models.

Material in the catalog includes pressure lubrication data, a discussion of Buda slow pressure combustion system, engine data table and other descriptive information relative to the application of the new Buda Diesels to power needs throughout industry.

The "High Liners" must have efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

HYDE PROPELLERS



EFFICIENT . . . RELIABLE ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine



by!-was the fishin' good! Fishing was good for the guy who had a dependable

Palmer Engine working in his boat.

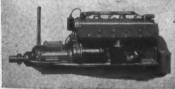
It's worth your while to know the Palmer Dealer in your harbor. He stands ready to do far more for you than just take your order for an engine. It is his job to help you in the selection of an engine best suited for your craft, as well as to give advice on installation details. He is pledged to give service as well as sell Palmer Engines and parts.

Look for the orange and black sign that will identify your Palmer Dealer or write us for his name and

address. Any yard you designate can obtain a Palmer Engine and Install It for you. The Palmer Dealer will arrange all the details. Write for Englne Bulletins.







Palmer Built medium and heavy duty Gas-oline Marine Engines 2 to 150 H.P.

Palmer P.H. Conversions 45, 75 and 120 H.P.



PALMER BROS. ENGINES, INC., COS COB, CONN.

New Bedford Landings - April

(Hailing fares. Figure after name indicates number of trine)

(Hailing lates. Figure	arter main	e mulcates number of	trips.)
Adala W (3)		Josephine & Mary (3) Junojaes (2)	199,000
Adventurer (1)	22,000	Junojaes (2)	
Agda (1) Alba V. (1) Alba V. (1) Alica J. Hathaway (2) Aloha (3) Alva (3) Alva V. (1) Anastasia E. (2) Anna C. Perry (1) Ann & Marie (2) Annie M. Jackson (1) Arnold J. (2) Arnold J. (2)	12,000	Kelbarsam (2)	27,500
Alba V. (1)	1,500	Liberty (2)	22,500
Alert (1)	10,000	Little Chief (1)	5,000
Alice J. Hathaway (2)	118,500	Louise (2)	220,000
Aloha (3)	328,000	Madeline (2)	15,000
Alva (3)	24,000	Malvina B. (1)	31,000
Alva V. (1)	3,000	Mary & Joan (1)	110,000
Anastasia E. (2)	24,800	Mary Grace (1)	52,000
Anna C. Perry (1)	18,000	Mary I. Haves (2)	178,000
Ann & Marie (2)	13,000	Mary Mullins (1)	74.00
Annie M. Jackson (1)	7,000	Mary Tapper (3)	74,000
Arline H (1)	55.00C	Mildred & Myra (1)	0.00
Arnold (2)	39,000	Minnie V. (2)	9,00 43,50
Barracuda (3)	17,000		13,30
Bernice (3)	6 800	Molly and Jane (2)	14,90
Bozo (1)	5,000	Moonlight (2)	14,00
Comdon (1)	30,600	Morning Star (1)	03,00
Camden (1)	237,000	Norhamana (2)	3,00
Cape Ann (3) Capt. Drum (1)	33,000	Nallie (1)	22,00
Capt. Drum (1)	11,000	Name (1)	7,00
Catherine & Mary (1) Catherine T. (2)	17,000	Newfoundland (2)	109,30
Catherine 1. (2)	176,000	Novelty (1)	4,00
Charles E. Beckman (2)	20,000	Olympia (1)	30,00
Christina J. (3)	163,000	Palmers Island (2)	7,50
Clifton (2)	16,000	Pearl Harbor (3)	181,00
Clinton (2)	14,500	Pelican (2)	127,00
Connie F. (3)	61,500	Penguin (3)	87,50
Dauntless (2)	25,000	Phyllis J. (1)	3,00
Diana A. (2)	120,000	Portugal (1)	10,00
Doris (2)	4,500	Priscilla (1)	11,0
Dorothy (1)	4,000	Quest (2)	14,0
Ebeneezer (1)	500	Ramona (1)	10,7
Edith (1)	12,000	Reneva (1)	4,0
Elenore K. (2)	12,000	Restwood (1)	4,5
Elva (2)	6,500	Rita (1)	10,0
Elva & Estelle (3)	40,000	Ronald & Dorothy (2)	6,3
Etta K. (2)	32,000	Rose Jarvis (4)	30,0
Eunice-Lilian (2)	122,000	R. W. Griffin, Jr. (2)	175,0
Fairhaven (2)	158,000	St. Anthony (2)	19,0
Four Sisters (2)	60,000	Serafina (1)	5,0
Frankie & Rose (1)	50,000	· Solveig J. (3)	132.0
Fred Henry (2)	8,100	Southern Cross (1)	6.3
Gannet (2)	68,000	Stanley B. Butler (3)	300.5
Gav Head (1)	5,000	Susie O. Carver (2)	18.0
Gladys & Mary (4)	249,000	The Friars (1)	6.2
Gravling (5)	19,500	Three Sisters (1)	38.0
Heedia (2)	19,000	Two Brothers (1)	3.0
Hilda Garston (2)	208,000	Ursula M. Norton (2)	84.0
Hone (3)	33,000	Venture I (2)	108.0
Ida & Joseph (1)	30,000	Viking (3)	183.
Idlamild II (1)	2,000	Wamsutta (2)	63.0
Ivanhoe (2)	93,000	Wanderer (3)	11.5
Tarey & Timmy (1)	62 000	Whaler (2)	111
I Henry Smith (2)	13 000	William Chesebrough (2)	19
J. Flenry Smith (2)	130 900	Winifeed M (2)	4
Joan & Ursula (2)	26,000	winified M. (4)	7,
Catherine T. (2) Charles E. Beckman (2) Christina J. (3) Clifton (2) Connie F. Clinton (2) Connie F. Clinton (2) Dorothy (1) Ebeneezer (1) Edith (1) Elenore K. (2) Elva (3) Etta K. (2) Evanice-Lilian (2) Fairhaven (2) Fairhaven (2) Four Sisters (2) Frankie & Rose (1) Fred Henry (2) Gayn Head (1) Gladys & Mary (4) Grayling (5) Heddia (2) Hilda Garston (2) Hope (3) Ida & Joseph (1) Idlewild II (1) Ivanhoe (2) Jerry & Jimmy (1) J. Henry Smith (2) Joan & Ursula (2) Joan G. Murley (1)	20,000		

Scallop Draggers (Landings in Gallons)

mana /m	minima in commons,	
1,050	Lubenray (1)	1
700	Margie & Pat (1)	
2,100	Marie & Katherine (1)	
2,300	Mary D'Eon (1)	
1,300	Muriel & Russell (1)	
1,750	New Dawn (1)	
600	Palestine (1)	
350	Ramona (1)	- 3
1,400	Sea Ranger (2)	
1,400	Shannon (1)	- 10
2,200	The Friars (1)	
2,900	Viking (New York) (1)	
1,250	Virginia & Joan (1)	
	1,050 700 2,100 2,300 1,300 1,750 600 350 1,400 1,400 2,200 2,900	700 Margie & Pat (1) 2,100 Marie & Katherine (1) 2,300 Marie & Katherine (1) 1,300 Muriel & Russell (1) 1,750 New Dawn (1) 600 Ramona (1) 1,400 Sea Ranger (2) 1,400 Shannon (1) 2,200 The Friars (1) 2,900 Viking (New York) (1)

Boston Landings—April

(Hailing fares. Figure	after	name indicates number of	trips.)
Adventure (2)	172,000	Newton (2)	347,900
Baby Paul (1)	81,000	Nina B. (3)	454,500
Brookline (2)	334,000	Ohio (3)	277,000
Calista D. Morrill (1)	4,100	Rosemarie M. (3)	371,300
Carlannsul (2)	7,000		3,291
Chas. M. Fauci, Jr. (2)	309,000	Sacred Heart (1)	75,000
Frances C. Denehy (2)	26,500		80,000
Geraldine & Phyllis (3)	229,000		20,000
Gertrude Parker (3)	259,000	Theresa R. (3)	297,000
Lucky Star (2)	246,000		211,000
Madonna (1)	40,000		
Maristella (2)	151,000	Venture II (2)	254,000
Marjorie Parker (2)	89,000		1 1155

Evenson Becomes Michigan Owner

C. R. Evenson, General Manager and President of Michigan Wheel Co., has acquired sole ownership of this enterprise. Under his management, the Company has multiplied its volume several times and the name Michigan has become nationally recognized in propeller design and construction.

In the reorganization following the change in ownership.

"Bob", as he is more familiarly known, remains President as General Manager, and I. E. White becomes Vice-President Charge of Sales.

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AR THE STORY COMPLETELY DEPENDABLE Intomatic Steering

Kirsten . PHOTO-ELECTRIC PILOT

For Over 15 Years the Photo-Electric Pilot has furnished For Over 15 Years the Photo-Electric Pilot has furnished dependable, accurate, automatic steering for all types of vessels up to 100 feet in length—and in some cases even more. Pleasure boat owners find a new yachting thrill in the greater leisure and safety it gives them. Commercial boat owners, skippers and crews consider the "Pilot" as essential equipment which saves their time and increases their profits.

Economy and Simplicity of operation are outstanding features of the Photo-Electric Pilot. It is quickly and easily installed and models are available for operation on 6, 12, 24, 32 or 115 volt systems.

Here, at Low Cost, are all the advantages of automatic steering enjoyed by larger vessels with expensive equipment... For full particulars see your local dealer or write to:

KINGEN PIPE COMPANY Dept. AFS 1165 Eastlake, Seattle 9, Wash.



82' Purse Seiner, Western Chief

40' Pleasure Yacht

A FEW TYPICAL INSTALLATIONS

New Jersey to Study Commercial-Sport Fisherman Relationship

The New Jersey Legislature approved a resolution on April 12 creating a 6-man committee to study problems resulting from differences between commercial and sport fishermen. The committee will be composed of three commercial fishermen and three sport fishermen, and one member of each group will be appointed by the Governor, State Senate President and House eaker.

The committee will report to the 1947 Legislature with recommendations for legislation to equitably solve fishermen's disputes.

Seed Oyster Season Opens

The seed oyster tonging season on State oyster beds in the Mallics River opened on April 23. The following oyster beds were opened: Fitney-Bit Bed, the intervening soft grounds, and all of the public oyster grounds above Deep Point in the River. The remaining oyster beds in the area have been closed for the purpose of conserving seed oysters and maintaining an oyster sanctuary.

Permit Granted for Acid Dumping

The National Lead Co., Sayreville, recently was granted a permit to dump 3,000 tons of diluted waste sulphuric acid daily into the ocean a few miles off the New Jersey shore. Sunctioning of the Company's proposal followed studies by a special panel of technical advisers associated with the Atlantic States Marine Fisheries Commission.

As a result of these studies, the original project has been omewhat modified, and it is now planned to discharge the effluent 50' beneath the surface in a designated two-mile square area about 14 miles south by southwest of Scotland lightship. The locality is used little for fishing, and investigators generally agreed that the waste acid would have an insignificant effect on fish life.

EDERER NETTING FISHERMAN'S FAVORITE

Here is mackerel season again ... with the prospects of a greater demand than ever. Ederer Netting, used in seining, trawling, trapping, is ideal for all progressive fishermen, because it's the product of all the ideas and wants of the fishermen themselves. Thus it's ready and able to take the rough usage that is normal for fish netting. See and check your dealer for new Ederer netting.

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140th St. and EAST RIVER NEW YORK N. Y

MINEOLA, L. I. POUGHKEEPSTE, N. Y.

NEWINGTON, CONN.

Vineyard Expects Fair Summer Fish Season

By J. C. Allen

April goes astern as we pen this report, and altogether, there was much of interest to record, for April is the month of all the year that brings the portents and prospects of the season to follow. We have watched all things and listened to all reports coming from anywhere between 4 and 40 fathoms, and we conclude, in our mentally shoal-draft fashion, the barring interference by a few cockeyed dopes who are trying to make nature operate according to man-made legislation, the Summer season may be pretty fair.

Scup hit at Newport on schedule or before, not heavy at the start, but moderate. A few scattering fish were found in local

waters at about the same time.

The reports from Southern waters, where the mackerel catchers have been holding forth, have filled us with pleasure. It looks like a real mackerel year, the way the fish have struck on and behaved since they showed up.

Dragnetting Increasing

It is pleasant, too, to learn of the number of dragnetters who are fishing this Spring. Of late dragnetting has been an unpopular method, but it looks now as if it might be coming back. We know, at any rate, that a few vessels from our own neck of the ocean will wet dragnets off Jersey this season.

Trap gear was fishing late in April. We want to blow our

horn for this type of gear, stake or floating, for we know that tons of fish go through suffering no harm beyond maybe get-

ting scared blue.

lay to that!

There is common sense, as it seems to us, in setting gear that fish will come to, as against fishing with gear that chass the fish. Otter trawls kill the fish which naturally would be chucked out to grow, if they could be taken alive; but the dragnet doesn't even catch the small fish, and the seine is of the same sensible type of gear.

Inshore Fishing

Inshore fishing among the otter trawlers was not too ho during April. For months, the fleet, big and small, has fishel southerly and westerly from the edge of Nantucket Shoals to the edge of the Gully. The result has been almost unvarying a good trip to about 5 poor ones. They cleaned out the fluks on the edge of the Gully, and they scooped up some macken and butters that were in the mud. But either the place was overfished, or the supply was light and spotty. We rather incline to the latter belief, and from this we deduce that Summer dragging will be much the same.

Hand Lining

Our hand liners tried their luck on the rocks early in the month. The first day they went out the cod bit like the devil only, and this was peculiar; they were moving and moving fast. Every time a fish was hooked, 3 or 4 followed him to the surface. They were chasing sand eels, the largest ever ten in local waters. Since that time the luck with the hooks he been indifferent.

More Lobster Pots to Be Fished

Lobstering opened up on schedule, and the early days of the season were rather more profitable than usual. But the new from nearby waters is not so hot. For some reason, which we can't exactly dope out, there may be about six times as many pots set this year as last year. The price is an inducement, we realize—45c, right now, for the run, one claw, two claws or no claws. Somebody must figure that there will be a big & mand for lobsters.

However, increasing the amount of gear to this extent is exactly what the otter trawlers have done, and somebody will be left holding the bag, an empty one at that. We have see fish and lobster booms before. They don't work. You is can't bail out of a spring faster than it flows in, and you mit

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First of Three New Draggers for Salt Sea Fish Co.

The 90 Ft. "Wild Duck"

The "Wild Duck" which was launched by us early this month, is owned by Antone Arruda, Albert Grant, Fred Neville, and Harold Ingraham. She will fish for Salt Sea Fish Co. of New Bedford, and will be followed soon by the new 90 ft. "Clipper" and 94 ft. "Albatross".

Built from a new design, these draggers are heavily constructed and well fitted. They have exceptionally large fish hold capacity, and ample engine room and crew's space.

We have three covered building ways, with overhead cranes, and can install all machinery and deck gear.



Facilities Available for Immediate Construction up to 125'

BRISTOL YACHT BUILDING COMPANY

SOUTH BRISTOL, MAINE

"A Good Place to Build a Good Boat"

Harvey-Wells Radiotelephones

Among the marine radiotelephones being produced by Harvey-Wells Electronics, Inc., Southbridge, Mass., is their MTR Model 5011, self contained set operating on 110 volts D.C. with a range of approximately 500 miles over water. An outstanding feature of this 50-watt model is a deck calling system which is extremely valuable in docking or for hailing purposes during loggy weather and at night.

The unit is ready for operation merely by mounting on a bulkhead, connecting to ship's power supply and connecting tround and antenna. The removal of only eight screws leaves entire chassis, controls, and handset accessible for servicing. This model is furnished with tubes, handset, and loud speaker. Model 5032 is essentially the same as the 5011, but for 32 volt operations. The 32 volt receiver dynamotor is a separate unit. The series MTR-25 is

The series MTR-25 is a 25-wat unit designed for service from 75 to 200 miles. A compact set, it has six crystal controlled channels in both transmitter and receiver circuits covering frequency ranges of approximately 2-3 mc. This unit is available for 12 or 32 volt systems, uses an external dynamotor power supply and features the deck-calling system.

Complete details and specifications are contained in the folder "Harvey-Wells Marine Radiotelephones" which may be obtained upon request.



Harvey-Wells Model 5011 radiotelephone.



BETHLEHEM Bethanized
TRAWLER ROPE

stays on the job LONGER

When trawler rope is scarce, it's just common horse-sense to buy the kind that lasts the longest.

Bethanized rope means longer life because the bethanizing process applies a protective, uniform coating of zinc without robbing the wire of its maximum strength and toughness.

Besides, the bethanized coating of pure zinc will not flake, peel, or crack even after repeated bending. Thus there are no tiny chinks in which salt-water corrosion can get started.

when you think WIRE ROPE
... think BETHLEHEM



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Fishermen's Suits

"LIGHTHOUSE" Brand rubberized clothing is built for your complete protection. This rubberized clothing is the new companion line to the world-famous Sawyer's "FROG" Brand oilskin clothing.

Note all these features: Rubberized for roughand-tough wearing... Every seam doublestitched and waterproofed.... Inside storm - protecting fly front.... Collar lined with corduroy.... Full oversize jacket.... Full

waisted trousers.... Roomy legs, 23 inches long.

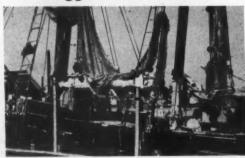
"LIGHTHOUSE" Brand and "FROG" Brand clothing are backed by more than one hundred years' experience in making storm clothing.

Write for new descriptive circular.

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FISHING EQUIPMENT

for all sizes of Draggers and Trawlers



Grimsby Fittings and Cod Ends

Wall and Plymouth Ropes and Twines Westerbeke Trawl Nets and Sections

Roebling Wire Ropes Danforth Anchors

Complete Line of Marine Hardware

WESTERBEKE FISHING GEAR CO.

279 Northern Ave., Boston, Mass. Branch Store and Warehouse at Gloucester

Red Snapper Industry

(Continued from page 27)

September and early October. This results in the largest catche on the Campeche Bank and along the land "lumps" of the Gulf of Mexico from November to April.

From Pensacola to the Campeche Bank is a round trip of about 23 days average; eight days sailing back and forth, and 15 days fishing. Most of the red snappers are taken at depths of several hundred feet. A schooner manned by a crew of eight of several hundred feet. A schooner manned by a crew of eight of the men can, and often does, haul in from 7,000 to 10,000 pounds a day. The usual commission of the fishermen is based on 60% of the total catch. Of the remaining 40%, the captain of the vessel gets 20% in addition to one share. The engineer, the cook and the icer receive a share and a half each. The fish are gutted on the vessels while on the bank. This gutting of the fish almost immediately after being caught helps materially to keep its quality high when brought into port.

Methods of Fishing

The hand lines used are made of number 12 tarred cotton line and average about 100 fathoms in length. A pear-shaped "pated" lead, weighing on an average of 33/4 pounds, is largely used. A short brass rod, ending in an eye with a box swired projects at an angle from the lower end of the lead. To this are fastened two, sometimes three, 3-foot gangings, each with a No. 4 japanned hook.

Bait is obtained fresh from the fish house, and salted on the outward passage. Bait is usually "shipjack", "alewives" (mehaden) or "cigarfish". "Shipjack" is largely favored by the Pensacola red snapper fishermen. Shrimp is used sparingly, a many of the fishermen claim that it strips from the hook more easily than the other baits. Squid is highly regarded but more difficult to obtain, since it has to be imported from the North.

The red snappers are iced down in bins or "ice boxes". A "ching" or motor boat has 4 bins with a capacity of 1000 w 3000 pounds to a box. A schooner has from 6 to 8 box, with an average capacity of 5000 pounds each. Block ict is carried, which is crushed as the fish are packed into the bin. As a rule the newly caught fish are not allowed to remain on deck longer than an hour. When Pensacola is reached the cut is unloaded by means of electrically operated iron bucker, holding about 500 pounds each.

Changes Needed

Today the Pensacola red snapper industry is in need of further knowledge of both the fishing, handling and marketing of its products. It feels that the chart of the Campeche Bush now used needs revision for it is a British Admiralty chart 100 years old. It greatly favors that the Coast and Geodetic Surreprepare a new chart; for the fishing industry is convinced that a complete and accurate chart of the Campeche Bank and is environs with a better knowledge of the type of bottom would be a great help in increasing the present catch. A biological study of the red snapper would go a great way towards demining the right time and place for red snapper catches.

At the present time the Warren Fish Co., with the cooper-

At the present time the Warren Fish Co., with the coopertion of the Fish and Wildlife Service, is conducting experiment to improve fishing methods aboard the schooner Seminole. The company and F&WS technicians are testing the possibilities of Pacific salmon fishing gear which eliminates hand lines. The gue consists of mechanical reels, two in each installation, turned by a horizontal rod driven by a gasoline engine. There are reels on the experimental vessel, each tended by a fisherms. When a bite is spotted, a mechanical reel will haul the fish a half the time required by hand line fishermen. Another improvement on the Seminole is the use of a Fathometer in location of sounding with a line which was often a long and tedious in European and tedious in the seminole in the seminole is the use of a Fathometer in location of sounding with a line which was often a long and tedious in European and tedious in the seminole is the use of a Fathometer in location of sounding with a line which was often a long and tedious in European and tedious in the seminole is the use of a Fathometer in location of sounding with a line which was often a long and tedious in the seminole in the seminole is the use of a Fathometer in location and the seminole is the use of a Fathometer in location and the seminole is the use of a Fathometer in location and the seminole is the use of a Fathometer in location and the seminole is the use of a Fathometer in location and the seminole is the use of a Fathometer in location and the seminole is the use of a Fathometer in location and the seminole is the use of a Fathometer in location and the seminole is the use of a Fathometer in location and the seminole is the use of a Fathometer in location and the seminole is the use of a Fathometer in location and the seminole is the use of a Fathometer in location and the seminole is the use of a Fathometer in loc

Further experiments in the use of trawl line and fish pot or traps should be made in the hope of successfully replaced the costly line fishing. Studies should be pushed in "freezing red snappers for northern marketing. This also should be does in the smoking of the product, and improved methods in the transportation of the red snapper to enlarge its marketing following of these problems will assure the growth of the red snapper industry and assure Pensacola the continuation of in proud title as the Red Snapper Capital of the World.

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6" MOTOR LAUNCH

AN ABLE BOAT FOR LOBSTERING AND FISHING

These rugged 32 footers have proved to be fast, seaworthy, and handy. Fishermen who have used them say that they are today's outstanding boat value - superior in quality and performance.



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TEL. 95 SOUTHWEST HARBOR, MAINE

MARINE RAILWAYS MACHINE SHOPS FOUNDRY

RECON-DITIONING ALTERATIONS

Georgia Producers Hold Meeting

At the annual meeting of the Atlantic Seafood Producers, held at Brunswick on April 5, plans were made for better enforcement of conservation laws along the coasts of Georgia, Florida, and South Carolina. An agreement also was reached concerning a closed shrimp season for Georgia.

The following officers were elected for the ensuing year: George Dodge, Thunderbolt, president; Paul Ploeger, Darien, Harry F. Sahlman, Fernandina, Fla., and N. Poli, St. Augustine, Fla., vice presidents; J. C. Ferguson, New Smyrna, Fla., treasurer; and R. P. Fancher, St. Augustine, Fla., executive secretary.

Curnen Joins Columbian Bronze

Columbian Bronze Corp. announces that Frank L. Curnen has joined the Company's staff as field engineer in charge of the Motor Ship Division.

In this capacity he will evolve a sales and service program for Columbian products for motor ships and larger vessels. In

this field are propellers up to 10' in diameter, shaft line and shaft log assemblies, heavy duty hydraulic controls and large castings for ship construction and repairs.

Previous to becoming associated with Columbian on March 1, Curnen had been with Superior Engine Division of National Supply Co. since 1938. He was graduated from Yale University in the class of '33 and immediately entered the Diesel division of Fairbanks, Morse & Co. at Beloit, Wis. and later at New York and Philadelphia as a sales and service engineer.



Frank L. Curnen

EDSON

STEERING EQUIPMENT NON-CHOKABLE BILGE PUMPS

EDSON has equipped the fishing fleet for many years. Such well known vessels as the WAVE - CREST - ST. GEORGE - NORTH STAR - MAINE - MIST - BELMONT and others have EDSON STEERERS and PUMPS

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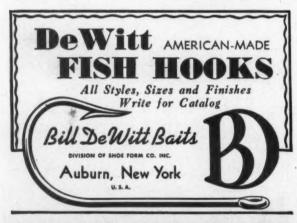
Trawler repairs in the Port of Boston

Bethlehem's two repair yards in Boston harbor, the Atlantic Yard and Simpson Yard, have unexcelled facilities together with years of experience in repairing and reconditioning trawlers. Get in touch with one of these Bethlehem yards the next time you need trawler repairs.

BETHLEHEM STEEL COMPANY Shipbuilding Division

ATLANTIC YARD SIMPSON YARD EAST BOSTON, MASS.







R. H. SHEPPARD COMPANY, INC.

DIESEL'S THE POWER ... SHEPPARD'S THE DIESEL



The 52' dragger "Wallace & Roy" owned by Capt. William O'Donnell of Provincetown, Mass. after recent reconstruction at Wharton Ship Yard, Jamestown, R. I. She is powered by a 60 hp. Atlas Diesel.

Rhode Island Passes Scallop Bill

The Rhode Island Legislature gave final approval on April 11 to a bill which would delay the opening of the scallop season from September 15 to October 1, limit the catch of scallops per boat to 15 bushels a day, and raise the annual license fee for scallop boats from \$5 to \$10. The bill was backed by the State Fish and Game Division as a conservation measure.

The delay in opening the season will allow scallops to attain further growth before they are taken, and the 15-bushel limit is designed to spread the taking of the crop over a long period. The bill also changes the season's closing date from January 1 to January 15, and outlaws the use of dredge bars.

Graymarine Post-War Catalog

A profusely illustrated catalog has been published by Gray Marine Motor Co., Detroit 7, Mich. It contains specifications on Graymarine gasoline engines for 1946 and is free upon request.

Illustrations showing production methods from the foundry through to the final power test and parts and accessories in cut-away views, are supplemented by charts and descriptive information. Some of the features portrayed are: standard cylinder block design, cooling system, individual porting, compactness and accessibility.

New Eco Double Impeller-Pump

A new double-impeller, gearless pump, with standard one-ind connections and an outboard driveshaft bearing has been developed for the circulation of fresh water, salt water, or bile by Eco Engineering Co., 12 New York Ave., Newark 1, N.J. This pump employs impellers made of pressure-vulcanized.

This pump employs impellers made of pressure-vulcanized laminated material which can pass sand and mud without stalling, jamming or damage to the pump.

The driveshaft bearing and base eliminates side-pull when the pump is powered by a

pump is powered by a belt-drive and pulley. The pump may be mounted at any angle and the driveshaft bearing is the only part requiring lubrication.

The overall dimensions of this new model, with standard one inch connections, outboard driveshaft bearing and base assembly are 10½" x 4½" x 5½". Its capacity varies from 7.5 gpm. at 600 rpm. to 23 gpm. at 1800 rpm.



Eco double-impeller gearless pump

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Cape 650 lbs. tion of Produ \$57,496 Februar at \$12,0

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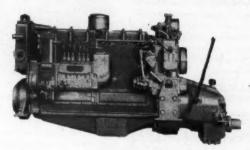
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CATERPILLAR

THAT RELIABLE DIESEL



MODEL D4600

For Information Call or Write

PERKINS-EATON MACHINERY CO.

376 Dorchester Ave., Boston 27, Mass.

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Caterpillar Diesel Distributors for Massachusetts and Rhode Island

Cape Cod Landings Up

Cape Cod landings for 1946 through February totalled 1,937,-650 lbs., valued at \$151,055, as compared to last year's production of 1,512,600 lbs., valued at \$127,973.

Production for February amounted to 802,298 lbs., valued at \$57,496, as compared to 781,087 lbs., valued at \$65,098 during February, 1945. Yellowtail flounder landings, which were valued at \$12,031, accounted for 185,126 lbs. of the total.

Harwich Herring Rights

The herring rights of the Town of Harwich at the seining blace in North Harwich recently were sold to Vernon Johnson. Under an old Town law, each householder is entitled to one barrel of herring for the payment of one dollar.

Baxter to Erect Packing House

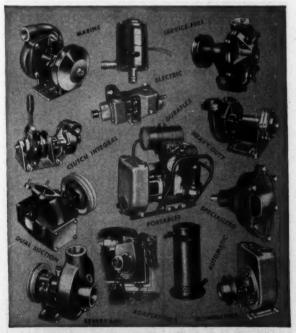
A permit for the construction of a \$10,000 timber pier and a 60' x 50' building for the packing of fish on the west side of Town Wharf was issued to Benjamin D. Baxter of Hyannis secently by the Provincetown Board of Selectmen. The pier and building will be erected 40' beyond the Sea Food Packers, and three hoists will be provided for unloading fish.

Orleans Plants Oysters

Shellfish constable Elmer R. Darling of Orleans completed the planting of 200 bushels of oysters between Hopkins Island and the Tonset shore in Lower Town Cove early in May. The area will be closed until further notice to allow the shellfish to grow and fatten.

"Sea Fox" Sold

Capt. Manuel Zora and Philip Conrad, Provincetown, have sold their dragger Sea Fox to Manuel Henrique. Capt. Zora plans to resume hand line trawling.



MARINE PRODUCTS CO.





Marine

HAND LAMP



U-C LITE MANUFACTURING CO. Dept. EE, 11 E. Hubbard Street, Chicago 11, Illinois

Announcing Our Appointment As Manufacturer's Agent for

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American Hammered Piston Rings Columbian Bronze Propellers Scripps Marine Engines from 25 to 600 hp. Hallett Diesel Engines from 8 to 16 hp.

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Complete Engineering Service for All Types of Marine and Industrial Engines

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Recently awarded CERTIFICATE OF ACHIEVEMENT UNITED STATES NAVY

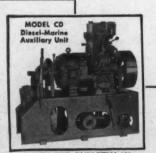
Now reconverted to 100% commercial work REPAIR SERVICE-TWO MARINE RAILWAYS BOATBUILDING

Marine Supplies - Diesel & Gasoline Engines JABSCO PUMP DISTRIBUTORS "At Your Service"

SPACE SAVER!

POWER . LIGHT WATER . AIR All In One Compact Package! ENGINE—8 h.p.
GENERATOR—3½ or 3
kw.

AIR COMPRESSOR-11 or PUMP-60 or 90 g.p.m. ar 60 lbs. Net Weight-1,400 lbs.



Desirable territories open for factory representatives

ISTER-BLACKSTONE.

Texas Boatyard Launches Two Shrimp Trawlers

The 44' x 13'10" x 4' shrimp trawlers Janet Clair and Lillian owned by Rufus Casterline and C. L. Grant of Rockport, we launched by Willie Frandolig of Rockport on April 6. The we Barbara D., owned by Buddy Warden, and the Evelyn I. owned by Hays Atwood, which were launched last year.

Each vessel is equipped with a 140 hp. Chrysler Royal marise.

gasoline engine with built-in 3.17:1 reduction gear, and turns 30 x 22 Michigan propeller. Both boats will be cable-rigged with a light 2-drum cable carrier spooling about 400' of 5/16" cable. The craft were expected to be ready for operation by May (

Shrimping Improves

As April ended, shrimp trawlers in the Aransas Pass area reported better catches and more frequent trips. The winds which have kept trawlers out of the Gulf since the first of the year, have gradually subsided, and boats reported daily catches in the vicinity of 3,500 lbs.

Vessels working from the Two Bros. Fish House at Old Ingleside also reported better catches, although many of these boats are small and are prevented by the weather from making regular trips to the Gulf.

Seafood Flown to Waco

Tex-Air Sea Foods, Inc., Corpus Christi's first air freight service to transport seafoods, delivered its first cargo to Waco in a UC-78 Army surplus training plane early in April. Refrigeration was provided by a glass-lined nylon refrigerator compartment, which holds 25 pounds of dry ice. This supply is sufficient to preserve 1,000 lbs. of fish for 6 hours.

C. Phil Peters, owner of the concern, plans to make daily trips from Corpus Christi to Central Texas points, including Abilene, San Angelo, Temple and Waco.

Aransas County Improvements

Aransas County recently voted to appropriate \$85,000 for harbor and waterfront improvements. Approximately \$55,000 of this amount will be used to construct a continuous line of sheet piling to halt erosion on the Aransas Bay shore at Fulton. The remaining \$30,000 will be used to improve the Rockport seawall and facilities within the boat basin, to pave driveways leading to the basin and to construct spurs in the outside basin to counteract unfavorable currents.

Three Injured in Explosion

Lynn Jamerson, Port Lavaca, was badly burned and two of his brothers were less seriously burned, following an explosion aboard the shrimp trawler Charles E. in Municipal Harbor of March 30. Only minor damage was done to the boat, owned by General Seafoods, Inc.

The turret "Seaguide" direction finder, designed for use in medium size and small boats by Marine Electronic Division, Paul-sen - Webber Cordage Corp., 170 John St., New York 7, N. Y. The "Seaguide" is a compact unit, built to mount on any bulkhead, uses miniature electronic tubes which assure greater efficiency and longer life of the dry cell batteries. All parts are housed in a cast aluminum case.



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Addison F. Vars, (seated), president of Sterling Engine Co., and A. E. Walker, president of National Supply Co.

Sterling Acquires High-Speed Superior Diesel Business

Sterling Engine Co. of Buffalo, N. Y., manufacturers of industrial and marine engines, has acquired the high-speed Diesel engine-manufacturing business of Superior Engine Division of National Supply Co., according to an announcement by Addison F. Vars, Sterling president.

This acquisition gives Sterling 20 types of Superior's A and D engines ranging from 20 to 230 hp. These include AB 2, 4, and 6-cylinder $4\frac{1}{2} \times 5\frac{3}{4}$ engines, and DB 4, 6 and 8-cylinder $5\frac{1}{2} \times 7$ engines, making the Sterling line of Diesels complete from the smallest to 660 hp. The transaction includes a license for patents, drawings and designs.

Vars revealed that equipment will be moved to Buffalo early in July. "There will be no interruption in the manufacture of the engines," he said, "as enough parts are being made at Superior so that Sterling can start to assemble models in Buffalo as soon as the machinery from Springfield arrives and is in-

Arrangements have been made for Sterling to take over the servicing of the existing Superior models. Sterling's production methods and planning are being streamlined for any additional plant facilities that may be needed.

The Superior Engine Division will continue to manufacture slow-speed, heavy-duty engines.

Chrysler Marine Names Manager

Joseph A. O'Malley, Vice-President of the Marine Engine Divinon of Chrysler Corp., announces the appointment of Clyde C. Williams as manager of that division. He succeeds J. R. Barton, who recently resigned to enter private business as a Chrysler dealer.

Williams has had more than a quarter-century of experience in the building, maintenance and repair of gasoline engines. He first joined Chrysler in 1928 as a member of the staff of the service garage at Highland Park and later was a service representative in Canada. Following that; he was made Director of



Clyde C. Williams

Service of the Chrysler Detroit Co. In 1934, he was assigned to the Chrysler Division, Chrysler Corp., as a member of the echnical staff and service engineer, and in 1942 was promoted to Assistant Director of Service.

During the war, Williams had an important connection with the production of Chrysler engines for the Government, inng the negotiation of contracts, and the supplying of spare parts for Chrysler-built engines.

Commercial Fishing Boats

New Construction and Repairs

Every facility is offered the fishing fleet for repairs of all kinds and construction of new boats, - two floating dry docks, complete machine shop, electric welding. The plant is particularly well equipped for building steel trawlers. We welcome correspondence.

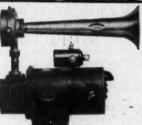
LIBERTY DRY DOCK, INC.

FOOT OF QUAY STREET

BROOKLYN, N. Y.

"Electro-Phonic". Air Signal Defense against Every Emergency—the Fisher-man's Sentine — Pro-tects Lives and Invest-ment. Electro-Phonic Powerful Air Signal Supplies its own compressed air—no tank, no valves, no pip-ing.

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Unexcelled for Fog Penetration, Echo Signals, and Reliability.
Types, sizes for all Marine Needs—Mechanical Fog Horns.



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Ice Your Fleets and Cars FASTER . EASIER . CHEAPER

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CREASEY ICE BREAKERS to fine while breaker is running. Many Creaseys in use 20 years are still giving peak performance. Capacities to 30 tons/hour - motor Write for Bulletin on Breakers, Conveyors, and Elevators for icing operations.

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The best compass for any boat.

Sail or Motor

KELVIN & WILFRID O. WHITE CO.

90 STATE STREET, BOSTON 9, MASS.

38 WATER STREET

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

ALARM SIGNALS
*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.

ANCHORS

*R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

ANCHOR-GRAPNELS Chas. D. Briddell, Inc., Crisfield, Md.

BATTERIES, STORAGE Exide": Electric Storage Battery Co., All gheny Ave. and 19th St., Philadelphia, Pa.

Willard Storage Battery Co., Cleveland, Ohio. CAN MANUFACTURERS
Centinental Can Co., 100 E. 42nd St., New

York, N. Y.

CLAM KNIVES, TONGS, RAKES has. D. Briddell, Inc., Crisfield, Md.

CLUTCHES
*Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGES
Quaker City Cold Storage Co., Philadelphia, Pa.

CORDAGE MANUFACTURERS

Sts., Brooklyn, N. Y. *Columbian Rope Co., Auburn, N. Y. *New Bedford Cordage Co., 233 Broadway, New

Plymouth Cordage Co., Plymouth, Mass.

CYLINDER LINERS, PISTONS,

RINGS Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

Marine Division, Bendix Aviation Corp., Norwood, Mass.

*Bludworth Marine, 100 Gold St., New York 7,

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL AUXILIARY SETS
*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.

John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.

R. H. Sheppard Co., 330 Middle St., Hanover,

United States Motors Corp., 448 Nebraska St., Oshkosh, Wis.

DISTRESS SIGNALS
Aerial Products, Inc., Merrick, L. b, N. Y.

ELECTRICAL EQUIPMENT Diehl Manufacturing Co., 240 Congress St., Boston, Mass.

General Electric Co., Schenectady, N. Y. *Sperry Gyroscope Co., Inc., Great Neck, N. Y.

ELECTROLYSIS ELIMINATION
Hamilton Engineering Co., P.O. Box 1893, Bos-

ENGINE MANUFACTURERS Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y. *The Buda Co., Harvey, Ill.

*Caterpillar Tractor Co., Peoria, Ill.

*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan,

*Cooper-Bessemer Corp., Mount Vernon, O. *Cummins Engine Co., Columbus, Ind.

*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

*Enterprise Engine & Foundry Co., Florida Sts., San Francisco 10, Calif.

Fairbanks, Morse & Co., Chicago, Ill. Gray Marine Motor Co., 646 Canton Ave., De-

troit, Mich. Joshua Hendy Iron Works, Sunnyvale, Calif. *Kermath Mfg. Co., 5896 Commonwealth Ave.,

Detroit 8, Mich. The Lathrop Engine Co., Mystic, Conn.

*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.

*Lorimer Diesel Engine Co., 16th & Wood Sts., Oakland, Calif.

Mack Mfg. Corp., Empire State Building, New York 1, N. Y.

*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

*Murray & Tregurtha, Inc., 12 Hancock St.,

Quincy 71, Mass.

*The National Supply Co., Superior Diesels, Springfield, Ohio.

*Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.

*Palmer Bros. Engines, Inc., Cos Cob, Conn. Red Wing Motor Co., Red Wing, Minnesota. *Wolverine Motor Works Inc., 1 Union Ave.,

Bridgeport, Conn. Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts *Osco Motors Corp., 3648A No. Lawrence St.,

Philadelphia, Pa. Gasoline Engines

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

ENGINE DEALERS
*Harbor Supply Oil Co., 39 Portland Pier, Port-

Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston, Mass. *H. O. Penn Machinery Co., Inc., East River and

140th St., New York, N. Y. *Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass. *Quincy Engine Co., 681-683 Southern Artery,

Ouincy, Mass.

Southworth Machine Co., 30 Warren Ave., Portland, Me.

John T. Love Welding Co., Walen's Walen's Wharf, ohn T. Love Welding Co., Wharf St., Gloucester, Mass.

The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

FISHING GEAR
*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH MEAL MACHINERY *Enterprise Engine & Foundry Co., Proce chinery Div., 18th and Florida Sts., San Francisco, Calif.

FISH SCALERS Portable, Flexible Shaft N. A. Strand & Co., 5001 N. Wolcott Ave., Chicago, Ill.

J. H. Shepherd Son & Co., 1820 East Ang. Elyria, Ohio.

FOG HORNS
*Clark Cooper Co., 319 N. Market St., Palmyre, L. D. Lothrop Sons, Gloucester, Mass,

FUEL GAUGES

"The Liquidometer Corp., Marine Divisia,
Skillman Ave. at 37th St., Long Island Cit,

*Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y. O. Mustad & Son, Oslo, Norway.

ICE BREAKERS *Gifford-Wood, Hudson, N.

ICE PICKS
Chas. D. Briddell, Inc., Crisfield, Md.

LIFEBOATS

Lane Lifeboat & Davit Corp., Flushing River, Flushing, N. Y.

W. A. Briggs Bitumen Co., 3309 Richmond &., Philadelphia 34, Pa.

NAUTICAL INSTRUMENTS
*Kelvin-White Co., 90 State St., Boston, Mass.
*Raytheon Mfg. Co., Industrial Electronics Div.

Waltham 54, Mass. *Sperry Gyroscope Co., Inc., Great Neck, N. Y. W. A. Augur, Inc., 35 Fulton St., New York

*R. J. Ederer Co., 540 Orleans St., Chicago, III. The Fish Net & Twine Company, 310-312 Ber-

gen Ave., Jersey City, N. J.

*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

Pauls Fish Net Company, 357 West Ohio Street Chicago 10, Illinois

A. M. Starr Net Co., East Hampton, Conn.

OILED CLOTHING *H. M. Sawyer & Son Co., East Cambridge, Miss.

OIL FILTERS
Hamilton Engineering Co., P.O. Box 1893, Box

ton, Mass. OILS
Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.
Macmillan Petroleum Corp., 530 W. 6th St,

Los Angeles 14, Calif.

OYSTER KNIVES, TONGS Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES
Samuel Cabot, Inc., 1140 Milk St., Boston 9,

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

PAINTS
*International Paint Co., Inc., 21 West St., Nov York, N. Y. Pettit Paint Co., Belleville, N. J.

*U-C Lite Mfg. Co., 11 E. . Hubbard St., Chi cago 11, Ill.

*Columbian Bronze Corp., Freeport, N. Y. Federal-Mogul Marine Div., 4033-91 Besuisi

Ave., Detroit, Michigan. *Hyde Windlass Co., Bath, Me. *Michigan Wheel Co., Grand Rapids, Mich.

*The Edson Corp., 49 D Street, South Boston, Jabsco Pump Co., 8302 Wilshire Blvd., Beverly

Hills, Calif. *Marine Products Co., 6636 Charlevoix Ave., D

RADI M. Y. Palo Alt The Halli Chicago,

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RADIO DIRECTION FINDERS *Kase Engineering Co., 611-619 Emerson St.,

Palo Alto, Calif. The Hallicrafters Co., 2611 S. Indiana Ave., Chicago, Ill.

RADIO TELEPHONES

Inferion-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y. Flur Engineering Co., 611-619 Emerson St.,

Palo Alto, Calif. Radiation Products, Inc., Dept. 20, 1142 Wall

St. Los Angeles 15, Calif. Soundview Marine Co., Hugh Grant Circle,

Bronx, N. Y.

RANGES
"Shipmate": Stamford Foundry Co., Stamford,

Elisha Webb & Son Co,. 135 So. Front St., Philadelphia 6, Pa.

REVERSE AND REDUCTION GEARS
*Saow-Nabstedt Gear Corp., Welden St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine,

G Walter Machine Co., 84 Cambridge Ave., Jersey City, N. J.

RUBBER BOOTS
*U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING

*H. M. Sawyer & Son Co., East Cambridge,

V. S. Rubber Co., 1230 Sixth Ave., New York 20. N. Y.

SEAFOOD TOOLS Chas. D. Briddell, Inc., Crisfield, Md.

SHIPBUILDERS, BOATYARDS
Barbour Boat Works, New Bern, N. C.
*Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.

Bristol Yacht Building Co., South Bristol, Me. Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.

Essex Boat Works, Inc., Essex, Conn. Higgins Industries, Inc., 1755 St. Charles Ave.,

New Orleans, La. Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.

Marine Railway & Repair Co., South Portland 7, Maine.

John H. Mathis Co., Camden, N. J. Frank L. Sample, Jr., Inc., Boothbay Harbor,

Southwest Boat Corp., Southwest Harbor, Me. Sturgeon Bay Shipbuilding & Dry Dock Co.,

Sturgeon Bay, Wis. Waldoboro Shipyard, Inc., Waldoboro, Me. Webber's Cove Boat Yard, East Blue Hill, Me. J. K. Welding Co., Inc., 3 Federal St., Yonkers 5. New York

Wheeler Shipbuilding Corp., Ft. of 154th St. & East River, Whitestone, L. I., N. Y.

STEERING GEAR
The Edson Corp., 49-51 D St., South Boston,

Kirsten Pipe Co., 2925 Western Ave., Seattle 1, Sperry Gyroscope Co., Inc., Great Neck, N. Y.

STERN BEARINGS

*Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT
Dagle & MacMillan Co., 170 Border St., East ston, Mass.

Hathaway Machinery Co., New Bedford, Mass. New England Trawler Equipment Co., 301 Eastera Ave., Chelsea, Mass.

*Bethlehem Steel Co., Bethlehem, Pa.

Late News

CEILING PRICE SUSPENSION on most fresh and frozen fish for a 90-day period effective May 20, has been announced by OPA. Price ceilings will be retained on the following: all canned fish items except canned shrimp; all varieties of fresh and frozen Pacific salmon, halibut, tuna and tuna-like fish; pilchards, alewives and sea herring; any foods processed from Pacific Coast salmon, halibut, tuna and tuna-like fish, pilchards, alewives and herring, such as kippered salmon, mild-cured salmon and smoked boneless herring; salt cod, hake, pollock, haddock, cusk, ling and saitre; fish by-products, such as oils and meals.

THE BOSTON TRAWLER TIE-UP of 5 months' duration, was expected to end May 17 when the Union was scheduled to meet to ratify an agreement which was reached between heads of the boat owners and Union groups through the U. S. Conciliation Service and the State Board of Conciliation and Arbitration.

The new contract which was approved by the boat owners on May 16 includes a 60-40 lay in place of the present 50-50 lay, a guarantee of 24 hour sailing under normal conditions; the Union's right to arbitrate further price disagreements when allowable by law; deduction by the Union of one per cent of the crew's share for a health and death benefit fund; provision for maintenance and cure whereby the owners pay fishermen \$3.00 per day for loss of working time due to injury; \$1.25 per hour, minimum 4 hours, stand-by pay after a three-day period awaiting notifi-cation, in case a boat is unable to sail because of mechanical defect; breakdown pay of \$5.00 per day for deck hands, \$6.00 for engineers, mate and cook, to be paid when boat has to go into other ports; payment of icing cost by owners during 3 summer months.

A SEINERS' COOPERATIVE association has been formed by Gloucester boat owners under the name of Atlantic Mackerel Assoc., Inc. The Association seeks to enable owners and captains to cooperate in catching, conservation and marketing.

The application for incorporation was filed after the seiners had been informed by the Federal Trade Commission that as an organized group they could take as an organized group they could take steps to protect the industry, whereas as individuals the same actions would be contrary to law. The Commission had previously accused the fishermen of engaging in restraint of trade agreements in the sale of mackerel.

FTC cited the Act of Congress approved in 1934 which authorizes associations of producers of aquatic products to act collectively in production, processing and marketing provided that the organization does not deal in products of non-members to an amount greater in value than that handled for members.

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On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

CONSIGNMENTS SOLICITED FOR Fish, Hard and Soft Crabs, Crab Meat Frogs Legs, Shrimp and Snappers WM. M. McCLAIN

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Lester & Toner, Inc., Fulton Fish Market
South Fish Co., 31 Fulton Fish Market
Frank W. Wilkisson, Inc., 16 Fulton Market

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Specializing in Diesel vessel design
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FISHERMAN DESIGNS

60 to 112 feet Numerous Plans Available of Boats Already Built

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CLASSIFIED ADVERTISING

Rates: \$1.00 per line, \$4.00 minimum charge. Count 10 words to a line.

Closing date, first of month of issue.

MARINE BARGAINS

Rebuilt marine engines—gas and Diesel, 30 to 400 hp. Top-freighters, auxiliaries, fish boats, etc., etc. Special trade in the following: two draggers, new 1945, Diesel powered, 60' x 10' x 7'3, speed 10 k. Fully equipped, ices 50,000 lbs. Lobster but 42' x 10'8 x 3'6, Diesel powered, fully equipped. Seine but (make good party fishing boat) new 1938, Gray powered, 41' 1 10' x 3'. 32' Baltzer-Jonesport boat, now equipped for scaling dragging, Chrysler Crown engine, 2:1 reduction gear, fine condition. If you do not see what you want in this list, write us If we haven't it, we will try to find it for you. Knox Marine Exchange, Camden, Maine.

TRAWLER FOR SALE

For sale, trawler, fully rigged, now fishing, 56 ft. long, 164, ft. beam, powered with D13000 Caterpillar Diesel, built 1944 Reply P. O. Box 571, Fernandina, Fla.

TRAWLERS FOR SALE

For sale, four trawlers, fully rigged, now fishing. 65 ft. log 18½ ft. beam, 32 net tons, powered with D-17000 Caterollar Diesel. Built late in 1945, beautiful model, heavily constructed plenty of power. Reply P. O. Box 792, Southport, N. C.

TWO SAILS

Heavy duty main sail and jib, Marconi rig. Dimensions main sail, 36'3" luff, 32'6" foot, 47" lurch; jib, 23'6" x 22'5" 26'6". Two years old, both in excellent condition, except one 12" x 12" tear in main sail near boom. Price only \$12 for both. Write Box "R", Atlantic Fisherman, Goffstown, N. B.

DRAGGER FOR SALE

Fully rigged, now fishing, 60' x 16'6" x 7'3" by 7' drict completed 1945. 6 cylinder Superior Diesel powered, frow water cooled, ices about 50 thousand lbs. Apply Wm. Else 435 N. Massachusetts Avenue, Atlantic City, N. J. Telephes Atlantic City 4-0083.

TRAWLER FOR SALE

For sale, 70 ft. trawler, 18 ft. 6 in. wide, 8 ft. draft, 60,000 lbs. capacity, built 1945. Powered with a 150 hp. F-M, full equipped and now fishing. M. L. Burrus Oil Company, Hatters, N. C.

FOR SALE

One and three-quarters inch by 9 ft. bronze propeller shaft 13/4" stern bearings, Columbian #157, 13/4" stuffing bor Columbian #155, Buda hydraulic nozzle testers, Mdl. B. at 11/2" Gross duplex water strainers. R. C. Gates Co., Port Naris, N. J.

ENGINE FOR SALE

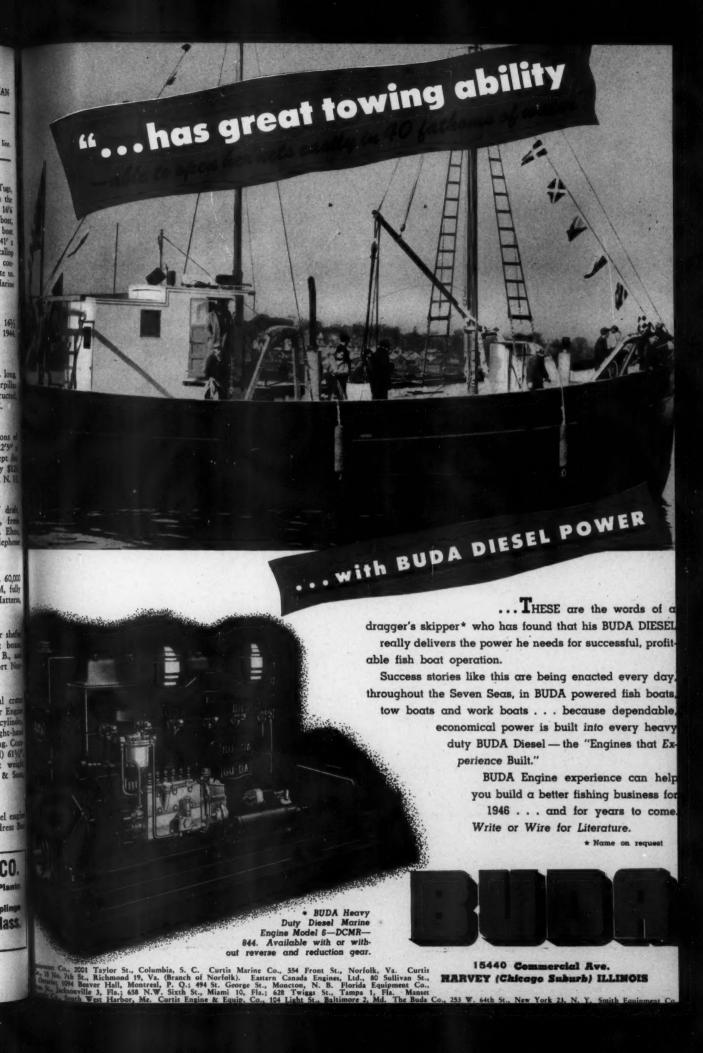
For sale, new marine Diesel engine, still in original crass manufactured by National Supply Company, Superior Engineering Division. Model MRDB-8, 160 hp., 1350 rpm., 8 cylind 4-cycle, 5½" bore x 7" stroke, fresh-water cooled, right-har rotation, 3:1 reduction gear ratio, 32-volt electric starting. Coplete with spares, tools, and accessories. Height (overall) 6½ width (overall) 4½%", length (overall) 128½". Net we (approx.) 7,200 lbs. Price, \$7,500.00. W. J. Meagher & Sa 24th & Water Streets, Bay City, Michigan.

ENGINE FOR SALE

One completely rebuilt 60 hp. heavy duty Atlas Diesel cas in A-1 condition. Price reasonable for quick sale—Address "A", Atlantic Fisherman, Goffstown, New Hampshire.

BELLAMY ENGINEERING CO.

Designers & Furnishers of Modern Filleting Plants
"DRESCO" Belting
Worm and Helical Gear Units — Flexible Coupling
302 Walnut St. Newtonville 60, Mass.
Telephone Bigelow 7449



The "Rosemarie V"

Captain Vasque looked ahead . . .



Captain Anthony Vasque, farsighted owner and skipper of the new dragger "Rosemarie V".

WHEN Captain Anthony Vasque picked a Cooper-Bessemer Diesel for his new dragger "Rosemarie V", he naturally was interested in the modern features this engine has to offer . . . features

that make for smooth operation, high efficiency and overall economy. But he also looked ahead, picked a Cooper-Bessemer for its proved staming under years of punishing service.

One thing sure, you can't compute an engine's life and reliability from the pages of a catalog. It's not a matter of words. It's a matter of

policy, of engineering ingenuity, of materials, and it's a matter of experience l

For 113 years, Cooper-Bessemer has been building only fine engines . . . with emphasis on engineering progress all the while. That's why so many of our Diesels come through with outstanding service records. That's why you will do well to give full consideration to a Cooper-Bessemer Diesel for that new vessel or repowering job. Get in touch with our nearest office for full information.

New York, Washington, Gloucester, Dallas, Houston, St. Louis, Los Angeles, Seattle, San Francisco Calmes Engineering Co., New Orleans

